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SECRETARY OF THE AIR FORCE**

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**AIR FORCE MATERIEL COMMAND
Supplement 1**

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Flying Operations

AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, and AFPD 11-4, *Aviation Service*. It establishes the USAF aircrew training program that supports Air Force objectives and is applicable to all units assigned to or gained by major commands (MAJCOMs) and applies to commanders, operations supervisors, and aircrews assigned or attached to all flying activities of these commands. MAJCOMs, field operating agencies (FOAs) and HQ USAF direct reporting units (DRUs) may supplement this instruction. MAJCOMs, FOAs and DRUs will coordinate their supplement to this instruction with HQ USAF/XOOT before publication and forward one copy to HQ USAF/XOOT after publication. AFI 11-2 *Mission Design Series (MDS)-Specific*, Volume 1 instructions will contain specific training requirements unique to individual aircraft and crew positions. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through training channels, to HQ USAF/XOOT, 1480 Air Force Pentagon, Washington, DC 20330-1480. This is a new instruction, however, it does incorporate the training-specific portions of AFI 11-401, *Flight Management*, dated 1 Mar 96, and it replaces AFI 36-2208, *US Air Force Helicopter Aircrew Training*. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF AMC A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of AFORMS is 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9497.

SUMMARY OF REVISION

(Added-AFMC) This change adds text and an attachment, which specifies which type of AFMC training form to use when conducting ground and flying training within the command. See the last attachment of this supplement, IC 99-1, for the complete IC.

(Added-AFMC) AFI 11-202, Volume1, 1 December 1997, is supplemented as follows:

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1. General. This instruction prescribes basic policy and guidance for training United States Air Force aircrews according to AFD 11-2, *Aircraft Rules and Procedures* (AFD 11-2 establishes the publications architecture). Undergraduate and Introduction to Fighter/Bomber Fundamentals aircrew production is tasked in the Programmed Flying Training Guidance Letter (PGL) and training is conducted according to HQ AETC instructions and approved syllabi. This instruction takes precedence over MDS-specific instructions. Unique, customized, and/or specialized training programs are defined in AFI 11-2 *MDS-Specific*, Volume 1 instructions.

1.1. Program Goals. The Air Force Aircrew Training Program ensures all aircrew members obtain and maintain the qualification and proficiency needed to effectively perform their unit's mission. Programs should strive to minimize the amount of retraining necessary when flying personnel return to duties for aircraft in which they were previously qualified. The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness for immediate and effective employment across the range of military operations (major theater war, small scale contingencies and military operations other than war).

1.1. (AFMC) The overall AFMC aircrew training program objective is to develop and maintain a high state of mission readiness to ensure flight test activities are performed by the most qualified aircrews.

1.2. Waiver Authority. Unless otherwise specified in this instruction, HQ USAF/XOO is the waiver authority for this instruction. Request waivers to the basic guidance in this instruction through applicable training channels to MAJCOM/DO, or equivalent level. MAJCOM/DOs will forward request in message or memo format to HQ USAF/XOO, with courtesy copy to HQ USAF/XOOT. Waivers to supplemental guidance will be handled by the MAJCOM agency that generated the supplement. Unless otherwise specified in AFI 11-2 *MDS-Specific*, Volume 1, MAJCOM/DOs are the waiver authority for specific aircrew training requirements.

1.2. (AFMC) Waivers to the basic guidance outlined in the AFI and this supplement will be submitted to HQ AFMC/DOV. HQ AFMC/DOV training division will forward the waiver request to the appropriate agency for action. AFMC flying units may supplement AFI 11-2 Flight Test (FT) Volume 1, *Flight Test Aircrew Training*, to incorporate additional aircrew training requirements. Send unit supplements to HQ AFMC/DOV, 508 W Choctawhatchee Ave, Suite 4, Eglin AFB FL 32542-5713, for review and approval prior to publication. Include AFMC/DOV and AFMC/DOO on the distribution list for approved supplements.

1.3. Use of Flying Hours. Use training hours in a manner that demonstrates good stewardship of the taxpayers' money. Justify dedicated flying hours on the basis of accomplishing peacetime missions and/or maintaining wartime readiness. Structure each training mission to achieve optimum training. Personnel, at all levels, should prevent the misuse or the perception of misuse of Air Force resources.

1.4. Responsibilities:

1.4.1. HQ USAF/XOO:

1.4.1.1. Sets policy and guides the conduct and execution of the aircrew training program.

1.4.1.2. Delegates office of primary responsibility (OPR) for this instruction to HQ USAF/XOOT.

1.4.1.3. Forwards a camera-ready master of this instruction to SAF/AAIP for printing and distribution.

1.4.1.4. Monitors and reviews MAJCOM programs ensuring MAJCOM policies, guidance and instruction supplements are adequate.

1.4.1.5. Through HQ USAF/XOOT, hosts biennial, or as required, training conference to assist in maintaining appropriate commonality in lead command training programs.

1.4.2. MAJCOMs. MAJCOMs will establish an aircrew training office responsible for the overall management of the command's aircrew training program. Air National Guard (ANG) is considered a MAJCOM for purposes of this instruction.

1.4.2. (AFMC) HQ AFMC/DOV training division is responsible for the overall management of AFMC's aircrew training program.

1.4.2.1. Theater Indoctrination Training. MAJCOMs will develop theater indoctrination training and ensure aircrew are trained for specific theater flight operations. As a minimum, this training will include a thorough review of theater unique instrument requirements and procedures, the use of non-DoD instrument approach procedures, required instrumentation for specific approaches, theater weather conditions, local area procedures, and host nation agreements.

1.4.2.1. (AFMC) AFMC flying units conducting flying operations from deployed locations outside of the CONUS will ensure aircrews are thoroughly trained for specific theater operations. This training may be accomplished in conjunction with normal pre-mission planning. As a minimum, this training will include a thorough review of ICAO instrument procedures, theater unique instrument requirements and procedures, the use of non-DOD/NOAA instrument approach procedures, required instrumentation for specific approaches, theater weather conditions, local area procedures, host nations agreements, specific theater NOTAMS, and foreign Clearance Guide.

1.4.2.2. Night Vision Goggles (NVG) Training. MAJCOMs will develop initial and annual NVG training programs that address common NVG hazards, weapons specific NVG capabilities, and the limitations involved in night low-level NVG-aided operations and ensure appropriate aircrews are properly trained.

NOTE:

Recurring NVG training will be taught separately from the recurring Instrument Refresher Course (IRC) and will not be credited toward any part of IRC training. If the MAJCOM elects to use the IRC forum for NVG training, additional time must be allocated to fulfill NVG requirements.

1.4.2.2. (AFMC) AFMC NVG training is contained in AFI 11-2 FT Volume 1 and will be followed by all AFMC units.

1.4.2.3. Recall Procedures. MAJCOMs will notify training command headquarters and training units prior to recalling a student from a formal school course. Recalling a student will be done for reasons other than performance, i.e., emergencies, unforeseen delays in training, etc.

1.4.2.4. Lead Command MAJCOM. AFD 10-9, *Lead Operating Command Weapon System Management*, establishes a lead command MAJCOM and user commands for each MDS.

1.4.2.4.1. AFI 11-2 MDS-Specific, Volume 1. The lead command MAJCOM, in coordination with user commands, will develop and manage their appropriate AFI 11-2

MDS-Specific, Volume 1 to standardize aircrew ground and flying training requirements, regardless of mission designation and command of assignment. MDS-specific Volume 1s may be more but not less restrictive than this instruction. Unresolved differences between lead and user commands will be elevated to HQ USAF/XO for final resolution.

1.4.2.4.1. (AFMC) AFMC will publish a three-volume set of FT instructions containing attachments for each weapon system flown in AFMC. These instructions will be numbered AFI 11-2 FT Volume 1, 2, and 3, and will contain the training, evaluation criteria, and operations procedures, respectively, for each weapon system. Aircraft on loan to AFMC undergoing short term flight test programs will be flown according to the lead MAJCOM guidance if no AFMC guidance exists.

1.4.2.4.2. MDS-Specific Training Conference. Lead commands will host a MDS-specific training conference biennially, or more frequently if required. The training conference reviews all training programs for currency, applicability, compliance and effectiveness, and addresses issues in AFI 11-2 *MDS-Specific*, Volume 1. Attendees should include training representatives from user commands, formal schools, numbered Air Force (NAF) training and standardization offices (if applicable), selected unit representatives, and Aircrew Training System (ATS) contractors.

1.4.2.4.2. (AFMC) AFMC will host a training conference annually in conjunction with the annual HQ AFMC flight operations conference.

1.4.2.4.3. Programmed Flying Training (PFT). Lead commands, in coordination with user commands, other users, and applicable ATS contractors, will determine the number of training quotas required. HQ USAF will validate all training requests and provide a consolidated PGL listing all approved training quotas. Lead commands will allocate quotas. The training command publishes PFT pamphlets based on the HQ USAF published PGL.

1.4.2.4.3. (AFMC) HQ AFMC/DPE will manage the PFT process and will provide inputs to the consolidated PGL as necessary.

1.4.2.5. Training Command MAJCOM. The training command is the command tasked with providing formal training (HQ AETC or lead command, as applicable).

1.4.2.5.1. Formal School Courses. The training command, in coordination with lead commands and program managers, approves formal school courses and syllabi. These courses and syllabi should be developed to support the Air Force Mission Essential Task List. Send proposals for amending existing course prerequisites and syllabi or deleting obsolete courses through the appropriate headquarters to the training command for approval. The training command will process the approved changes in coordination with the AFCAT 36-2223, *USAF Formal Schools*, OPR.

1.4.2.5.2. Formal Course Review (FCR). Training commands will host FCRs biennially, or more frequently if required. The FCR reviews formal training programs and syllabi for currency, applicability, compliance and effectiveness. Attendees should include training representatives from user commands, curriculum developers, formal schools, NAF training and standardization offices (if applicable), selected unit representatives, and ATS contractors.

1.4.2.5.3. Progress Review (PR). Training commands will outline procedures for a PR to be accomplished when a student fails to progress according to syllabus requirements. The PR can recommend continuation in training or AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*, action, e.g., a Flying Evaluation Board (FEB). If the recommendation is to continue training, then the PR will determine the extent of additional training.

1.4.3. Formal School - Aircrew Training System (ATS) Contractor. Develops, updates, and maintains courseware and training syllabi and performs task and media analysis associated with aircrew qualification training per AFI 36-2201, *Developing, Managing, and Conducting Training*; AFPAM 36-2211, *Guide for Management of Air Force Training Systems*; and AFMAN 36-2234, *Instruction System Development*; and consistent with the applicable ATS contract (see applicable AFI 11-2 *MDS-Specific*, Volume 1).

1.4.4. Formal School - Non-ATS. The training command develops, updates, and maintains courseware and training syllabi; performs task and media analysis associated with aircrew qualification training per AFI 36-2201, AFPAM 36-2211, and AFMAN 36-2234, and is the approving authority for these courses (coordinate with the lead command if different than the training command).

1.5. In-Unit Training Time Limitations. Aircrew members entered in an in-unit training program leading to qualification or requalification should be dedicated to that program; i.e., give training requirements priority over non-training related duties. Training time limitations for qualification training completion is contained in applicable MDS-Specific, Volume 1s. In-unit training will begin no later than 45 days (90 days for the Air Reserve Component (ARC)) after reporting to a new duty station or unit, unless waived by MAJCOM.

1.6. Recurrency Training.

1.6.1. Loss of Currency up to 6 Months. An aircrew member must demonstrate proficiency with an instructor (or designated supervisor, when specified in the applicable AFI 11-2 *MDS-Specific*, Volume 1) in all delinquent items (such as landings). Designated supervisors, if applicable, will be clearly established in AFI 11-2 *MDS-Specific*, Volume 1.

1.6.2. Loss of Currency Exceeding 6 Months. AFI 11-2 *MDS-Specific*, Volume 1 will establish which currency items result in unqualified status requiring requalification according to paragraph 1.7. and which currency items do not result in unqualified status allowing recurrency to be regained according to paragraph 1.6.1.

1.6.2. (AFMC) Crewmembers will be unqualified if any event listed in table 2 was not completed in the last 180 days. The AFI 11-2 FT volume 1 aircraft specific attachments may contain other training items that could result in unqualified status if not completed.

1.7. Requalification Training. An aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months (for currency items specified in applicable AFI 11-2 *MDS-Specific*, Volume 1 according to paragraph 1.6.2), whichever occurs first. For all aircrew members, except flight surgeons, unless made more restrictive in AFI 11-2 *MDS-Specific*, Volume 1, requalification requirements are as follows:

1.7.1. Unqualified up to 2 Years. Complete training in all delinquent items (as applicable), additional training as directed by the squadron commander, and a flight evaluation.

1.7.1. (AFMC) The training office will highlight the required training items on the applicable AFMC Forms 67 and 68 and submit the training plan to the squadron commander for approval.

1.7.2. Unqualified 2 to 5 Years. Complete appropriate AFCAT 36-2223 requalification academic course, in-unit or formal school flying training, and a flight evaluation. When the requalification academic course is not practical or quotas are not available, units will request waivers as specified in the applicable AFI 11-2 *MDS-Specific*, Volume 1 to conduct in-unit training using formal school courseware.

1.7.2. (AFMC) If the requalification course is impractical, or if a training allocation can not be acquired, or if formal school courseware cannot be attained, the unit will submit a training plan to HQ AFMC/DOV for approval. If an AFCAT 36-2223 re-qualification course does not exist, the unit may train crewmembers using guidance published in AFI 11-2 FT volume 1 aircraft specific attachments.

1.7.3. Unqualified Over 5 Years. Complete the appropriate AFCAT 36-2223 formal initial qualification course.

1.7.3. (AFMC) If an AFCAT 36-2223 initial qualification course does not exist, the unit may train crewmembers using guidance published in AFI 11-2 FT volume 1 aircraft specific attachments or submit a training plan to HQ AFMC/DOV for approval.

1.7.4. Instructor Requalification. Instructor requalification requirements will be as specified in AFI 11-2 *MDS-Specific*, Volume 1.

1.8. Active Duty Service Commitment (ADSC). Personnel selected to attend any formal training or education course (associated with PCS, TDY, TDY-enroute-PCS, or at current duty station), on a full-time basis, whether listed in AFCAT 36-2223 or not, will incur an ADSC per AFI 36-2107, *Active Duty Service Commitments*. Before beginning training, consult the supporting military personnel flight (MPF), MAJCOM, or AFPC/DPPRP monitor to resolve any questions relating to ADSCs.

1.9. (Added-AFMC) Crewmember Training Guidelines:

1.9.1. (Added-AFMC) Flying unit commanders and supervisors at all levels must monitor the progress of crewmember training to ensure timely progression through the appropriate training phases and to identify areas in which an aircrew member needs more training.

1.9.1.1. (Added-AFMC) Required flying training will be completed within four months of the first flight for each phase of training except mission training. For mission training, required flying training will be completed within six months of the first flight.

1.9.1.2. (Added-AFMC) Instructor Qualifications. An instructor of a like specialty that is fully qualified and trained in the specific system and task to be instructed (i.e., pilots instructing pilots) will conduct training. Crew positions that have systems in common may be instructed by unlike crew positions, if the tasks are similar in nature. Training may also be conducted by unlike crew specialties if outlined on an approved lesson plan. In-flight, the instructor must be in a position to correct or override the student if an action performed is inappropriate.

1.9.2. (Added-AFMC) Requirements established in AFI 11-2 FT Volume 1 aircraft specific attachments may be more restrictive than AFI 11-202V1, *Aircrew Training*, and this supplement. If so, the AFI 11-2 FT Volume 1 aircraft specific attachment requirement takes precedence.

1.9.3. (Added-AFMC) This supplement and subsequent AFI 11-2 FT volume 1 aircraft specific attachments have lesson plans for most aircraft and aircrew members in AFMC. AFMC flying units will publish ground and flight training programs for those aircraft and aircrew positions (to include mission crew members) that are not included in these volumes. Send locally developed training programs to AFMC/DOV for review and approval.

1.9.4. (Added-AFMC) If an event listed in this supplement has no AFMC or flight manual guidance, crewmembers will perform the event according to the current guidance published by the lead MAJCOM for the aircraft. AFD 10-9, *Lead Operating Command Weapon Systems Management*, lists the lead MAJCOMs for each aircraft. Events/maneuvers without established AFMC, flight manual, or lead MAJCOM guidance are prohibited unless they are flown as part of an approved test plan.

1.9.5. (Added-AFMC) Pilots, flight engineers, and navigators (if the simulator has a navigator position) must attend aircraft simulator refresher training at least once every 12 months. If there is no simulator for the particular weapons system in the Air Force inventory, simulator training is not required. If a crewmember is qualified in several series of the same aircraft, simulator training is required in one series. An Air Reserve Force (ARF), contract, or another MAJCOM simulator may be used for simulator training. If the DFO considers other MAJCOM lesson plans inappropriate, AFMC flying units will develop simulator lesson plans that complement their local missions. In constructing simulator lesson plans, emphasis should be placed on aircraft systems, emergency procedures training, and cockpit/crew resource management.

1.9.6. (Added-AFMC) All crewmembers and flight surgeons assigned to high G aircraft as defined by AFI 11-404, *Centrifuge Training for High-G Aircrew*, will attend centrifuge training. Individuals who have never received this training, or have been out of the cockpit for 3 or more years, must complete training IAW AFI 11-404, within 90 days after beginning flight training, or as required by the MAJCOM providing the flight training. Waivers to this requirement will be very limited, and must be routed through HQ AFMC/DOV for approval by HQ AFMC/DO.

1.9.7. (Added-AFMC) AFMC flying units will establish ground and flying training requirements for Local Area Orientation (LAO). Newly assigned pilots and navigators will not perform aircrew duties, except under the supervision of an instructor, until they complete this training. Ground training will include, as a minimum, a briefing on the local area instrument flight rules (IFR) and visual flight rules (VFR) procedures, restrictions, navigation aids, and unit aircraft differences. LAO training will also include an introduction to AFMC command specific rules and directives if the crewmember is new to AFMC. LAO flying training may be conducted concurrently with phase I or phase II training. Only one LAO is required for aircrew qualifying in more than one of the unit's aircraft.

1.9.8. (Added-AFMC) The USAF Test Pilot School (TPS) will conduct training for students as directed in the USAF TPS syllabus.

1.9.9. (Added-AFMC) Units will establish crewmember training requirements for those aircraft designated as developmental, experimental, pre-production, or prototype. If the unit determines adequate crewmember flight currency and proficiency cannot be solely maintained in the test aircraft, then crewmembers will maintain currency and proficiency in an AFMC operational aircraft. This AFMC operational aircraft should be as similar in flight characteristics as possible to the spe-

cific test aircraft. If so designated by the unit, flying proficiency events accomplished in the test aircraft may be credited toward total training requirements.

1.9.10. (Added-AFMC) Flying unit commanders may accept an individual's basic aircraft qualification, mission, and upgrade training from non-AFMC sources or other AFMC units. Document all accepted qualifications on AF Form 1381, **USAF Certification of Aircrew Training**. If additional training is required, document training in the individual's aircrew training folder.

1.10. (Added-AFMC) Training Office Responsibilities. The squadron training office will:

- Develop and implement programs to carry out required aircrew training.
- Ensure compliance with training directives.
- Ensure all prerequisites are completed before entering a crewmember into any phase of training.
- Ensure all required reviews are completed.
- Track Phase I and II training completion dates via a locally developed spreadsheet (e.g., Windows based software, excel, locally developed spreadsheet, etc.).
- Maintain aircrew training folders for all assigned/attached flyers.

1.11. (Added-AFMC) Air Force Operations Resource Management System (AFORMS):

1.11.1. (Added-AFMC) AFORMS, as established in AFI 11-401, will be used to track and manage recurring crewmember training. Flying units will use command training event identifiers. The unit training office will select AFORMS training profiles that best suit the unit's needs. As a minimum provide, on a monthly basis, each crewmember a current copy of individual currency summary. This requirement may be done electronically. The individual currency summary should reflect the individual's flying training requirements, currency, and proficiency events. The individual currency summary should document the individual's flight evaluation and associated training due/accomplished dates along with recurring ground training due/accomplished dates. The unit will publish an end-of-half training summary document. The unit will maintain this end-of half product for the current and previous semiannual training period.

1.12. (Added-AFMC) Training Folders:

1.12.1. (Added-AFMC) The training folder is used to conduct and track training. It also serves as a history of completed training.

1.12.2. (Added-AFMC) Training folders are required for all crewmembers entered into any phase of training. For multi-qualified primary aircrew, make separate training folders for each aircraft. Mission crew and flight surgeon training folders may contain multiple aircraft training documentation.

1.12.3. (Added-AFMC) Active training folders will be kept in a location readily accessible to instructors and trainers, supervisory personnel, and the individual crewmembers in training. Instructors and trainees will review training folders for each specific training session. Upon completion of the session, the training folder must be promptly completed and returned to the training office for the appropriate training office review.

1.12.4. (Added-AFMC) Unit training managers will file completed training folders in a permanent inactive status as long as an individual is assigned to the unit. If the individual changes units,

the training office will insure the training folder is forwarded to the gaining unit. If an individual separates/retires from the USAF or is assigned to a non-flying position, the unit will give the training folder to the individual.

1.12.5. (Added-AFMC) Organize training folders as follows:

1.12.5.1. **(Added-AFMC)** Place a label with the trainee's name, grade, aircraft, and crew position on the folder.

1.12.5.1.1. **(Added-AFMC)** Appropriately divide the folder into separate sections. Use lesson plans as documentation in these sections. File completed lesson plans with the most recent set on top.

1.12.5.1.2. **(Added-AFMC) Section One.** This section will contain ground and flying training documentation for initial qualification or requalification training for basic duties and conversion training.

1.12.5.1.3. **(Added-AFMC) Section Two.** This section will contain ground and flying training documentation for mission qualification or mission re-qualification training. It will also contain documentation for specialized mission areas, such as air refueling, functional check flight (FCF), etc.

1.12.5.1.4. **(Added-AFMC) Section Three.** This section will contain ground and flight training upgrade documentation for copilot to first pilot (aircraft commander), instructor, and flight examiner upgrade training.

1.12.5.1.5. **(Added-AFMC) Section 4.** This section will contain all other training documentation not listed as part of sections 1, 2, or 3.

1.12.6. (Added-AFMC) Training Forms:

1.12.6.1. **(Added-AFMC) Reproducing Attachments to This Supplement.** In order to provide lesson plans for individual crewmember folders, flying units may download electronic forms off the WWW and locally reproduce them as necessary. Locally developed forms may be used if they are exact duplicates of the electronic versions (e.g., forms created in MS Word).

1.12.6.2. **(Added-AFMC)** The AFMC Form 67, **Ground Training Record**, will be used to record all ground training required before the trainee's first flight. Any additional ground training accomplished during the flying training phase will be documented on the AFMC Form 68. File the AFMC Form 67 in the appropriate section of the training folder. Attachment 2 provides detailed instructions for completing this form.

1.12.6.3. **(Added-AFMC)** The AFMC Form 68, **Flying Training Record**, will be used to record all flying training. The AFMC Form 68 lesson plans established in this instruction and subsequent aircraft specific volumes will list the minimum required training events to be completed for initial qualification (qual), re-qualification (requal), and instructor upgrade (instr). Attachment 3 provides detailed instructions for completing this form.

1.12.6.3.1. **(Added-AFMC) Proficiency Advancement.** All events listed must be completed the minimum number of times, and the trainee must show proficiency (P) in each event before training is complete. **EXCEPTION:** If the student reaches proficiency for 50 % of each item, the instructor, with training officer concurrence, may proficiency advance

that item. For example: if the total number of air refueling contacts was 4 and the student is proficient for 2 contacts, then the instructor may proficiency advance that training item. Comments will be on the AFMC Form 69 that describe which items were advanced. If training is complete, the number of required sorties may also be reduced using these same guidelines. If the student reaches proficiency and then regresses, proficiency must be regained before training is complete.

1.12.6.3.2. **(Added-AFMC)** Training events listed may be completed in any order; however, student progression should be based on level of performance. At first, training should be designed to familiarize the student with the normal operation and flight characteristics of the aircraft. The student should then advance to the more challenging aircraft operations. The instructor will be responsible for constructing a profile for each training flight based on the student's proficiency and the minimum number of events to be completed.

1.12.6.4. **(Added-AFMC)** The AFMC Form 69, **Flight Training Comments**, will be used to document flying training activity in a narrative format. It provides a narrative description of the trainee's progress and requirements as annotated on the accompanying AFMC Form 68. The instructor will document any significant problems the student has in completing a training event in enough detail so that another instructor can provide training. Attachment 4 provides detailed instructions for completing this form.

1.12.6.5. **(Added-AFMC)** The AF Form 1381, **Certification of Aircrew Training**, will be used to document all specialized training/qualifications not documented on AF Form 8, **Certificate of Aircrew Qualification**. The AF Form 1381 will be maintained in the Flight Evaluation Folder (FEF).

2. Initial Qualification Training. An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit's operational mission. This section specifies minimum training requirements for initial qualification, requalification, conversion/difference qualification, senior officer qualification, and flight surgeon training.

2.1. General Requirements. Unless specified in applicable AFI 11-2 *MDS-Specific*, Volume 1, the primary method of initial qualification is to attend and complete the appropriate formal training course listed in AFCAT 36-2223. Completing the appropriate formal course satisfies all basic qualification training requirements. When attendance is not practical or quotas are not available, units will request waivers as specified in the applicable AFI 11-2 *MDS-Specific*, Volume 1 to conduct in-unit qualification training, using formal school courseware (see paragraph 1.5). Special recurring flying training acquired by contract is governed by AFI 36-2202, *Special Training*. **NOTE:** General officers must complete a formal training course qualification program (AF Form 8 flight evaluation) prior to flying an aircraft with passengers on board (exceptions to this policy must be approved by HQ USAF/XO).

2.1. (AFMC) HQ AFMC/DPE, Wright-Patterson AFB, OH, is OPR for programming and acquiring AFCAT 36-2223 formal aircrew training or special flying training conducted at a contractor's facility. Coordinate formal aircrew training and other flying training requests through the local consolidated base personnel office.

2.1.1. (Added-AFMC) If an AFCAT 36-2223 initial qualification course does not exist, the unit may train crewmembers using guidance published in AFI 11-2 FT volume 1 or submit a training plan to HQ AFMC/DOV for approval.

2.1.2. (Added-AFMC) Training Phase Sequencing.

2.1.2.1. **(Added-AFMC)** Crewmembers will not be entered into concurrent phase I training programs. Pilot phase I training will be completed prior to beginning phase II training unless authorized in AFI 11-2 FT volume 1 aircraft specific attachments. Air refueling, low level, and LAO training may be conducted during phase I training. Document completion of air refueling, low level, and LAO training on the AF Form 1381. AFMC flying units may conduct non-pilot aircrew phase I initial qualification, conversion, difference, or re-qualification training and phase II mission qualification training concurrently. When conducted concurrently, complete the initial qualification or re-qualification flight evaluation within 4 months after the first training flight.

2.1.2.2. **(Added-AFMC)** Pilots must complete, except for the night checkout sortie, phase I initial qualification and re-qualification training and flight evaluation prior to the start of phase II training. Phase I training and the night checkout sortie must be completed within 4 months of the first training flight. Pilots may complete phase I conversion/difference training and phase II training concurrently.

2.1.3. (Added-AFMC) Instructor Requirements. For initial and re-qualification flying training in all aircraft with two pilot positions, the IP must be in the aircraft at a seat with immediate access to the flight controls. In fighter or trainer aircraft, the training will be conducted in a two seat aircraft. If a two seat aircraft is not available, the IP may supervise in a chase aircraft.

2.2. Initial Qualification Training Prerequisites. Before entering qualification training, each aircrew member must comply with the appropriate formal course training prerequisites prescribed in AFCAT 36-2223. In addition, all personnel maintaining flying status will meet the following requirements before flying:

2.2.1. Physical Examinations. Complete flight physical examinations according to AFI 48-123, *Medical Examinations and Medical Standards*. Aircrew members who fail to successfully complete the flight physical may not perform inflight duties until they successfully complete the examination. For further action to be taken on personnel who fail to complete the required flight physical examination when due, see AFI 11-402.

2.2.2. Physiological Training. Complete physiological training according to AFI 11-403, *U.S. Air Force Aerospace Physiological Training Program*.

2.2.2.1. Requirements are waived for personnel in flying status codes "J" and "L" inactive status (except individuals selected for indoctrination flying). Requirements are also waived for personnel performing Unmanned Aerial Vehicle (UAV) ground control station aircrew duties. Requalification is completed according to AFI 11-403.

2.2.2.2. Personnel who perform flying duty in other than their rated specialty (for example, airborne command post duty) must maintain currency in physiological training.

2.2.2.3. Do not schedule personnel who are delinquent in physiological training to fly.

2.3. Ground Training Requirements. For in-unit qualification training, commanders will obtain and use the current formal school courseware (AFCAT 36-2223), if available.

2.3.1. Academic Training. Accomplish academic training requirements as directed in applicable courseware.

2.3.1. (AFMC) Crewmembers will complete the ground training as prescribed in the formal school courseware or AFI 11-2 FT volume 1 aircraft specific attachments before beginning flying training.

2.3.2. Written Examinations. Satisfy requirements of AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program Organization and Administration*, and applicable AFI 11-2 *MDS-Specific*, Volume 2.

2.3.2. (AFMC) Single-seat fighter pilots will complete written qualification examinations before the first flight. This applies whether the first flight is in a single or dual-seat series. Other crewmembers will complete required written qualification examinations before the initial or re-qualification flight evaluation.

2.3.3. Egress and Life Support. Ejection seat (where applicable), egress and life support training must be completed before the first flight according to AFI 11-301, *Life Support Program*, and AFI 11-2 *MDS-Specific*, Volume 1. (N/A for UAV aircrew.)

2.3.3. (AFMC) This training will be accomplished according to AFI 11-301, *Life Support Program*, AFMC supplement 1.

2.3.4. Ground Training. Applicable ground training (i.e., simulators, aircraft systems, etc.) accomplished at the formal school establishes due dates for subsequent continuation training. If completion dates are unknown, use the date on the formal school generated AF Form 8, **Certificate of Aircrew Qualification**.

2.3.4. (AFMC) Applicable ground training (i.e., simulators, aircraft systems, etc.) accomplished during in-unit training establishes due dates for subsequent continuation training. If completion dates are unknown, use the date on the generated AF Form 8 or the date on the AF Form 1381.

2.4. Flying Training Requirements. Approved in-unit training must be accomplished according to applicable formal school courseware and the following guidance:

2.4.1. Flying training lessons should be completed in order; however, if mission scheduling or student progress dictates otherwise, the unit commander or designated training supervisor may change the order.

2.4.2. There should be a minimum time lapse between training missions and every effort should be made to complete qualification training requirements within the prescribed time period.

2.4.3. With operations group commander (or equivalent) approval, upgrade and special qualification training requirements may be completed during operational missions under the supervision of an instructor of like specialty. Comply with restrictions in appropriate AFI 11-2 *MDS-Specific*, Volume 1, MAJCOM directives, and applicable operation order (OPORD).

2.4.4. (Added-AFMC) First Flight in a Single-Seat Aircraft. When the first training flight is carried out in a single-seat aircraft, an instructor pilot (IP) qualified in the same aircraft must fly in and instruct from a chase aircraft. In addition, an IP (qualified in the same aircraft and in radio

contact with the student) must observe landings from a position appropriate for observing the approach and landing. When an instructor is not available for ground observation, the most qualified available pilot (current in the same aircraft) must be used.

2.4.5. (Added-AFMC) Night Checkout Sortie. This sortie is normally flown prior to the flight evaluation. **Exception:** pilots entered in phase I training will not accomplish required qualification night events in a single-seat aircraft until after the phase I flight evaluation. An IP, in radio contact with the trainee, will observe landings from a chase aircraft or a position appropriate for observing the approach and landing. Unit commanders may permit pilots in dual-seat aircraft to accomplish required qualification night events after the phase I flight evaluation. In this case, the IP will be in the same aircraft at a seat with a set of flight controls. Pilots must complete the night checkout sortie within 4 months of the first phase I training flight. If the night checkout sortie cannot be completed within 4 months of the first phase I training flight, a letter justifying delay of this training period will be placed in the individual's training folder with an information copy sent to AFMC/DOV. This justification letter must fully explain the reason for the delay in checkout, establish a new night checkout sortie due date, and be signed by the unit's squadron commander. Retain the letter in section 4 of the individual's training folder. If the individual is going to be "day qualified only", the AF Form 8 should reflect this restriction.

2.4.6. (Added-AFMC) Applicable aircrew training (i.e. air refueling contacts, rendezvous, etc.) accomplished during in-unit training establishes currency due dates for subsequent continuation training.

2.5. Requalification. Requalification training requirements will be established in AFI 11-2 *MDS-Specific*, Volume 1 and be in accordance with paragraph 1.7 of this instruction.

2.5. (AFMC) Ground and flying requalification training will be completed IAW AFI 11-202V1, this supplement, and AFI 11-2 FT volume 1 aircraft specific attachments.

2.6. Conversion/Difference Qualification. Conversion qualification is normally associated with training between MDSs. Difference qualification is normally conducted when training in a different series aircraft in the same MDS. However, when the differences between series are great enough, the training is considered conversion training which requires completion of the formal school initial qualification course. Conversion and difference qualification training requirements will be established in AFI 11-2 *MDS-Specific*, Volume 1. For unit conversions, when formal school courses are not available to handle the throughput, MAJCOMs will develop, and coordinate with the training command, in-unit training plans that maximize use of highly experienced personnel as the initial cadre.

2.6. (AFMC) Conversion training may be conducted in conjunction with phase II or upgrade training. If conversion training is not established in AFI 11-2 FT Volume 1 and the unit deems conversion training necessary, establish locally developed conversion training in supplements to AFI 11-2 Flight Test Volume 1.

2.6.1. (Added-AFMC) Phase II qualified crewmembers completing conversion or difference training from one series (model) aircraft to another do not need to re-accomplish phase II training unless required by the unit's training directives.

2.6.2. (Added-AFMC) Instructors and flight examiners completing conversion or difference training from one series (model) aircraft to another may be designated instructors and flight examiners in the new series (model) after completing aircraft conversion training.

2.6.3. (Added-AFMC) Completion of conversion training requires an entry on AF Form 1381 unless an evaluation was performed. Unless otherwise directed by the DFO or AFI 11-2 FT Volume 1 aircraft specific attachments, conversion training is current as long as qualification is held for the design aircraft in which training was accomplished. Conversion training must be re-accomplished when unqualified in the design aircraft for more than 6 months. Training events accomplished during conversion/difference training can be credited towards basic proficiency flying requirements.

2.7. Multiple Qualification. MAJCOMs may authorize qualification in more than one MDS aircraft for crewmembers only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level, except HQ AFMC which may further delegate, but not lower than wing commander. Unless required for unit mission accomplishment, commanders must not permit aircrew members qualified in primary mission aircraft to maintain qualification in support aircraft.

2.8. Senior Officer Qualification and Performance Requirements . Senior officers (colonel selects and above) whose position requires operational flying, will complete the appropriate formal training course (normally, senior officer course), unless already qualified. A senior officer course that does not result in an AF Form 8 flight evaluation will not permit unsupervised flying. In addition, senior officers will comply with paragraph 4.1.4 of this instruction. **NOTE:** General officers must complete a formal training course qualification program (AF Form 8 flight evaluation) prior to flying an aircraft with passengers on board (exceptions to this policy must be approved by HQ USAF/XO).

2.8.1. General officers in commander billets may fly without an instructor in their primary assigned aircraft if they are current and qualified (Mission Ready (MR)/Combat Mission Ready (CMR) or Basic Mission Capable (BMC)) according to the applicable AFI 11-2 *MDS-Specific*, Volume 1.

2.8.2. All other general officers and general officer commanders maintaining Basic Aircraft Qualification (BAQ) or less, must fly with an instructor.

2.8.3. General officers flying in single-place aircraft are limited to CSAF, commanders, MAJCOM directors of operations, and numbered Air Force vice commanders. General officers maintaining basic aircraft qualification (BAQ) in single-place aircraft require an instructor pilot in the flight.

2.8.4. Except for CSAF, HQ USAF/CV, MAJCOM commanders (or equivalents), and Unified Command commanders (when filled by a USAF general officer), general officers who are in operational flying status and who do not directly oversee Operational Support Airlift (OSA) aircraft operations should not fly OSA aircraft. MAJCOM commanders may develop further OSA guidelines as necessary.

2.8.5. As a minimum, CSAF and HQ USAF/CV will maintain BAQ in their assigned aircraft. Minimum and maximum sortie rates do not apply.

2.8.6. Unless further restricted by AFI 11-2 *MDS-Specific*, Volume 1, colonels and colonel selects who comply with paragraph 2.8 may fly without an instructor in their primary assigned aircraft.

2.8.7. MAJCOMs establish additional guidelines and flight requirements as necessary.

2.9. Flight Surgeons. Will complete the minimum requirements in paragraph 4.1.4. In addition, the following guidance applies to flight surgeons: in lieu of the flight evaluation, complete a written qualification examination pertaining to their primary assigned aircraft administered by the standardization and evaluation function of the flying unit to which they are assigned/attached; accomplish ejection seat (if required) and aircraft ground egress training in any aircraft in which they fly; be thoroughly briefed on emergency exits and egress procedures prior to flying on any aircraft; and complete flight currency events according to paragraph 4.12.

2.10. (Added-AFMC) Navigator Over-Water Qualification. Those units which require unit aircraft operation outside of continental United States (CONUS) NAVAID range will ensure navigator training, testing, and flight evaluation procedures incorporate events supporting navigator proficiency to perform this duty. Tailor these procedures to unit's aircraft navigation equipment capabilities. Those units which do not require unit aircraft to depart CONUS NAVAID coverage may tailor their navigator training, testing, and flight evaluation procedures to unit requirements. Navigator qualification flight evaluations at units which tailor navigator procedures to CONUS only operation will annotate a restriction on the AF Form 8 as: "Restricted to CONUS only navigation."

2.11. (Added-AFMC) Flight Test Engineer Observer Training. Flight test engineers who have graduated from USAFTPS or equivalent course may act as safety observers for simulated instrument flight after completing the required ground and flight training as follows (HQ AFFSA/XO waiver # 95001 expires 31 Oct 2000):

- Ground Training. Ground training will be locally developed and contain as a minimum discussions on visual lookout techniques, spatial disorientation, terrain avoidance, midair collision avoidance, and unusual attitudes recognition/recovery techniques.
- Flight Training. Flight training will be under the supervision of an IP and will include exercises in visual lookout, clearing, crew coordination, recognition and recovery demonstrations from nose high, nose low, and wing low unusual attitudes. The flight will be conducted according to AFI 11-202, Volume 3 and aircraft technical orders.

2.11.1. (Added-AFMC) Document Training in AFORMS. FTE observer proficiency will be maintained according to table 4.2.

2.12. (Added-AFMC) AFMC Special Training Programs.

2.12.1. (Added-AFMC) Qualitative and Short Term Evaluation Flights. Test pilots, test navigators, flight test engineers, and Test Pilot School students may perform short-term evaluations of aircraft without completing AFI 11-202 series Phase I qualification training if the DFO approves the flight and the following criteria are met:

2.12.1.1. (Added-AFMC) Test Pilots:

- May evaluate dual-controlled aircraft if a qualified instructor pilot is at the other set of controls.
- May fly single-place aircraft if a dual controlled model is not available and they are current in a similar type of aircraft (as described in AFI 11-202V2/ AFMC Sup 1). An instructor pilot current in the aircraft being evaluated must be in a chase aircraft. Within 30 days before the flight, the evaluating test pilot will complete:
 - Qualification open-and closed-book written tests.

- AFI 11-2FT Volume 1 aircraft specific attachments Phase I ground training. DFOs may determine the extent of training given on local area procedures and on aircraft systems that will not be used on the flight(s).
- A simulator training course (preferred) or at least one hour of supervised cockpit time.
- A preflight briefing that includes an oral evaluation of the normal and emergency procedures for the aircraft.

2.12.1.2. (Added-AFMC) Flying unit commanders will review the flight profiles of single-place aircraft and make sure sound safety principles are followed. Flying unit commanders will make sure all flights are thoroughly planned, flown as briefed, and monitored.

2.12.1.3. (Added-AFMC) Flight test navigators and engineers may evaluate aircraft if:

- A qualified pilot flies the aircraft.
- They complete ground training for non-qualified personnel according to paragraph 4.13.1.

2.12.1.4. (Added-AFMC) USAFTPS students may perform aircraft evaluations according to the school curriculum. Test Pilot School student pilots may make takeoffs and landings and occupy either seat when performing qualitative or short-term evaluation flights in AFMC helicopters. A qualified helicopter instructor pilot will be in command and be in a seat with a set of flight controls.

2.12.2. (Added-AFMC) Limited Qualification Status. Limited qualification status is for personnel who cannot meet the training requirements of this instruction and AFI 11-2 FT volume 1 aircraft specific attachments because of mission requirements or aircraft limitations. The following rules apply to this qualification status:

- Use of this status is restricted to crewmembers in particular test programs, crewmembers in units without assigned aircraft, to non-primary aircraft flown by multi-qualified pilots (who must maintain full qualification in their primary aircraft), and to USAF TPS instructors. DFOs must ensure sufficient capability is retained to fly unit aircraft during contingencies or unusual circumstances. Do not use this status to solve problems caused by a temporary shortage of aircraft or flying hours. Personnel in limited qualification status must take care to perform in-flight duties only under conditions for which they are trained and current (for example; day only, VMC only).
- Personnel in this status will fly the aircraft on the assigned mission only. Only mission-essential personnel will be on the aircraft.
- Ground qualification, re-qualification, and continuation training will be conducted according to this instruction and AFI 11-2 FT volume 1 aircraft specific attachments. Personnel only need flying training in the areas they will use. For example, a pilot who has a limited qualification in the F-16 and is restricted to non-formation, day, and VMC would only need the familiarization sorties during initial qualification training. Continuation training and currency would consist of sorties and landings only.
- Full qualification may be acquired by completing all the training requirements of this instruction and AFI 11-2 FT volume 1 aircraft specific attachments. Do not use limited qualification as an intermediate qualification level leading to initial qualification.

3. Mission Qualification Training. An aircrew member engaged in training needed to qualify in an assigned aircrew position to perform the command or unit mission. AFI 11-2 *MDS-Specific*, Volume 1 prescribes minimum training requirements to qualify individuals in unit missions. All crew members will complete mission qualification before entering special mission (e.g., Special Operations Low Level (SOLL) II, Harpoon, etc.) qualification or upgrade training, unless the special mission training is specifically directed as pre-mission qualification training in AFI 11-2 *MDS-Specific*, Volume 1, e.g., LANTIRN training.

3.1. (Added-AFMC) AFI 11-2 Flight Test Volume 1 aircraft specific attachments contain training syllabi for most missions in AFMC. If the mission of a flying unit is not covered in the aircraft specific volumes, AFMC flying units will establish requirements necessary to qualify aircrew in their assigned mission. Mission crew phase II training will be established by the unit. Set up phase II ground and flight training requirements for each unit mission and aircraft. Use overprinted AFMC Forms 67 and 68 to document mission qualification training. Overprints must show the required overprint statement in the lower right portion of the form. Phase II mission training may include, but is not limited to, the following areas: aerial demonstration, air refueling, advanced range instrumentation aircraft missions, airdrop, chase-photo/safety, flight test techniques, formation, flutter, FCF, intercept, low-level navigation, and weapons delivery.

3.2. (Added-AFMC) Ground and Flying Training Requirements. Units will develop unit mission ground and flying training requirements that identify tasks and required proficiency levels. Simulator requirements will be included, depending on simulator availability and applicability. Use the AFMC Form 68 to document simulator training. When structuring programs, flying units will ensure that mission operational and training areas are compatible.

3.3. (Added-AFMC) Air Refueling Training (Tanker and Receiver):

3.3.1. (Added-AFMC) Aircrew will follow the procedures in current Air Force and MAJCOM OPR refueling directives, applicable technical orders, and the appropriate aircraft specific volumes.

3.4. (Added-AFMC) FCF Mission Qualification:

3.4.1. (Added-AFMC) Crewmembers possessing the best qualifications, as determined by the squadron commander, will accomplish check flights. To become a functional check flight aircraft commander, navigator, flight engineer, boom operator, or loadmaster, the individual must comply with the flying time minimums in table 1. (Waiver authority is HQ AFMC/DOV.) HQ AFMC/DOV evaluators are authorized to fly on initial FCFs to evaluate crew performance during higher HQ directed formal inspections.

3.4.2. (Added-AFMC) FCF Training Restrictions. Prior to performing aircrew duties on an initial FCF following development or periodic depot maintenance or maintenance requiring an initial FCF, each crewmember must have completed FCF mission qualification training. If the crewmember has not completed FCF mission qualification training and must fly the FCF, the individual must have at least demonstrated basic competency in all phases of the FCF mission prior to conducting an initial FCF. Basic competency will be accomplished in-flight in an airworthy aircraft. (A simulator may be substituted for multi-piloted aircraft) The phrase "_____ has demonstrated basic competency in FCF procedures." will be documented in block 6 on an AFMC Form 69 and filed in section two of the individual's training folder. Additional flights required for mission qualification must be accomplished under the supervision of a mission

instructor qualified crewmember of like specialty. T.O.1-1-300 states that all crewmembers must be qualified to their assigned crew positions unless waived by the MAJCOM. AFMC waives this requirement and allows FCF mission training to be conducted on initial FCFs if the above provisions are met.

3.4.3. (Added-AFMC) If the AFI 11-2 FT volume 1 aircraft specific attachments do not contain lesson plans for FCF mission qualification, the unit will develop FCF training guidance and submit to HQ AFMC/DOV for approval.

Table 1. (Added-AFMC) Flying Hour Prerequisites for FCF Aircrew.

AIRCRAFT/POSITION		MINIMUM TOTAL FLYING HOURS	HOURS IN BASIC DESIGN AIRCRAFT*
Fighter	MP	750 (fighter/trainer)	200
	MN/MW	750 (fighter/trainer)	100
Bomber/Cargo	MP	1000	200
	MF	1000	200
	MB	1000	200
	ML	1000	200
	MN*	1000	100
U-2	MP	1000	200
Helicopter	MP and MF	500	300

*Refers to aircraft groups in applicable aircraft specific volumes, i.e., C-18, E-3, E-6, and E-8 are considered the same aircraft; C-130A/B/E/H/N/P are considered same aircraft; F-15A/B/C/D/E are considered same aircraft.

**For navigators: C-135 and Boeing 707 are considered same aircraft.

4. Continuation Training. The continuation training program provides crew members with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level.

4. (Added-AFMC) If not established in the AFI 11-2 FT volume 1, flying units will establish mission proficiency and mission currency, re-currency, and re-qualification training requirements for all unit missions.

4.1. Aircrew Status. An aircrew member may be assigned Mission Ready/Combat Mission Ready, Basic Mission Capable, or Basic Aircraft Qualification status.

4.1. (Added-AFMC) In AFMC, all crewmembers are either MR or BAQ, except for General Officers. General Officers will maintain the BMC category. BAQ crewmembers are those individuals who have completed phase 1 qualification training, but have not completed mission training. Upon completing phase II mission training, MR status will be awarded.

4.1.1. Mission Ready/Combat Mission Ready (MR/CMR). An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit operational mission.

4.1.2. Basic Mission Capable (BMC). An aircrew member who has satisfactorily completed mission qualification training, does not maintain MR/CMR status, but maintains familiarization in the command or unit operational mission. The aircrew member may maintain qualification in some aspects of the unit mission, and is able to attain full qualification in the unit mission within 30 days, or otherwise specified in the applicable MDS-Specific, Volume 1.

4.1.2. (Added-AFMC) AFMC General Officers will maintain BMC requirements that are defined as 50 % of the requirements listed in table 3.

4.1.3. Basic Aircraft Qualification (BAQ). An aircrew member who has satisfactorily completed initial qualification training and is qualified to perform aircrew duties in the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for that weapon system in the applicable MDS-Specific, Volume 1.

4.1.4. Minimum Requirements. In addition to the above, MR/CMR, BMC, and BAQ aircrew members must have accomplished and/or maintain the following minimum requirements:

4.1.4.1. Annual physical.

4.1.4.2. Physiological training (N/A for UAV aircrew).

4.1.4.3. Crew Resource Management (CRM) training, according to AFI 36-2243, *Cockpit/Crew Resource Management Program* (Flight Surgeons: CRM is a one-time requirement in the primary assigned aircraft).

4.1.4.3. (AFMC-Added) AFMC crewmembers will follow guidance outlined in AFI 11-290/AFMCS 1.

4.1.4.4. Life support equipment and procedures training according to AFI 11-301.

4.1.4.5. Flight evaluation.

4.1.4.6. Flight currency events, except special mission qualifications that do not affect the wartime mission.

4.1.4.7. Instrument Refresher Course according to AFMAN 11-210, *Instrument Refresher Course Program*, (all pilots that fly under instrument flight rules and navigators with flight instruments at their station).

4.1.4.8. Ejection seat (where applicable) and ground egress training (N/A for UAV aircrew).

4.2. Responsibilities:

4.2.1. MAJCOM. MAJCOMs will determine unit of attachment for higher headquarters attached staff personnel in flying positions.

4.2.2. Squadron Commander. The squadron commander or designated representative will ensure individuals receive training to successfully complete unit missions and maintain individual proficiency. The squadron commander will also determine the training level of each assigned crew member, when not prescribed by MAJCOM.

4.2.3. Aircrew Members. Each aircrew member is responsible for monitoring and completing all training requirements.

4.3. Training Events/Tables. Aircrew member's continuation and additional training events/tables are maintained in AFORMS.

4.3.1. Do not use AFORMS to track training for nonflying individuals. Use the following forms when documenting aircrew training in AFORMS: AF Form 1520, **AFORMS Mission/Multi-Crewmember Scheduled Event Input**, AF Form 1521, **AFORMS Individual Scheduled Event Input**, AF Form 1522, **AFORMS Additional Training Accomplishment Input**, and AF Form 3526, **AFORMS OMR Event Accomplishment Report**. If additional forms are needed, see AFI 37-160, Volume 8, *The Air Force Publications and Forms Management Program--Developing and Processing Forms*, for guidance.

4.3.1. (Added-AFMC) Locally developed and published or AFORMS generated forms are authorized in place of AF Form 3526, **Mission Accomplishment Reports (MAR)**, for continuation (flying) training events. AF Form 1522, **AFORMS Additional Training Accomplishment Input**, log will be used to document ground training events. Maintain these documents, as a minimum, for the current half and previous semi-annual training period.

4.3.2. Continuation training programs and requirements can be set up for at least a 6 month training period and provide for quarterly training progress reviews. MAJCOMs may set up continuation training programs for other than a 6-month training period.

4.3.2. (Added-AFMC) Document completion of semiannual proficiency flying training accomplishments and keep records for 6 months following the close of the semiannual period. If AFORMS is used, retain a product that meets this requirement. The AFMC continuation training program and requirements are set up for a 6 month training period. Unit training officer will provide squadron leadership with written quarterly training progress reviews.

4.4. Currency. Currency requirements for aircrew members are listed in AFI 11-2 *MDS-Specific*, Volume 1.

4.4. (AFMC) Crewmembers will maintain flying currency and proficiency in their assigned aircraft and crew position by accomplishing the requirements outlined in tables 2 and 3. Additionally, flying units must ensure continuation training supports over-water navigator proficiency training.

Table 2. (Added-AFMC) Basic Currency Requirements.

POSITION	TRAINING ITEM	NUMBER/FREQUENCY
Pilot	Sortie	1/45
	Landing	1/45
	Instrument Approach	1/45
(General Officer)	Inst Appr and Landing	1/30
WSO	Sortie	1/45
Navigator, OSO, EWO, DSO	Sortie	1/60
Nonrated Primary Aircrew	Sortie	1/60
Flight Surgeon	Sortie	1/60
Mission crewmembers in ejection seat aircraft	Sortie	1/60
Other Mission crewmembers	Sortie	As determined by DFO

Table 3. (Added-AFMC) Semiannual Basic Proficiency Training Requirements.

L I N E	AIRCRAFT	POSITION	TRAINING ITEM	MONTHS AVAILABLE					
				6	5	4	3	2	1
				Number Required					
1	Bomber or Cargo	Pilot	Sorties	12	10	8	6	4	2
			Precision App (Note 3/4)	6	5	4	3	2	1
			Nonprecision Approaches (Note 3/4)	6	5	4	3	2	1
			Total Landings	12	10	8	6	4	2
			Night Landings (Note 1)	2	2	2	1	1	1
			Takeoffs (either seat) (Note 4)	6	5	4	3	2	1
			NDB Approach (Note 8)	1	1	1	1	1	1
			Circling Approach	1	1	1	1	1	1
		IP/MP	Tough & Go Landings (Note 5, 6) (either seat)	4	4	3	2	1	1
		Navigator, EWO, DSO, OSO, WSO	Sorties	6	5	4	3	2	1
		Nonrated Aircrew	Sorties	6	5	4	3	2	1
2	Fighter or Trainer	Pilot	Sorties	30	25	20	15	10	5
			Precision App (Note 3/4)	9	8	6	5	3	2
			Nonprecision Approaches (Note 3/4)	9	8	6	5	3	2
			Total Landings	15	13	10	8	5	3
			Night Sorties	2	2	2	1	1	1
			Night Landings (Note 1)	2	2	2	1	1	1
			NDB Approach (Note 8)	1	1	1	1	1	1
			Circling Approach	1	1	1	1	1	1
		IP/MP	Touch & Go (Note 5, 6)	4	4	3	2	1	1
		IP	Right or Rear Seat Landings	4	4	3	2	1	1
		WSO, EWO	Sorties	20	17	13	10	7	3
			Night Sorties	2	2	2	1	1	1
		Flight Test Engineer	Recurring Observer Sortie (Note 7)	2	2	2	1	1	1
3	All Aircraft	Flight Surgeon	Sorties	6	5	4	3	2	1
			Night Sorties (Note 2)	1	1	1	1	1	1

NOTES:

1. Pilots may credit a night landing for landings accomplished from 30 minutes after local official sunset to 30 minutes before local official sunrise.
2. Night sortie time requirements for flight surgeons will be according to AFI 11-202, Volume 1.
3. In order to log an instrument approach, primary instrument or primary simulated instrument time must be logged on the AFTO Form 781.
4. Up to 50% of this requirement may be logged in a HQ AFMC/DOV approved simulator. See attachment 4 for approved simulators.
5. A “touch & go” can be credited as both a takeoff and a landing.
6. The touch & go requirement for MPs applies only to those MPs who have completed unit touch & go qualification training and have been approved by the DFO to perform touch & go landings.
7. This requirement only applies to those FTEs maintaining safety observer currency.
8. This requirement only applies to pilots flying aircraft with operational NDB equipment installed.

4.4.1. MAJCOMs determine similar equipment or systems for aircrew members who fly more than one mission or design aircraft.

4.4.2. MAJCOM/DO may waive currency requirements for aircraft that are unique to an organization when accomplishment is not practical. In such cases, commanders make sure that aircrew members are thoroughly reindoctrinated in all normal and emergency procedures before flight.

4.4.3. (Added-AFMC) Aircrew who are non-current for any requirement listed in table 2 will not perform aircrew duties unless under the supervision of an instructor. Pilots who are non-current for instrument approach may not fly under IFR or in IMC without an instructor. For multiple qualified aircrew, this only applies to the aircraft in which currency was lost. The non-currency period begins when the aircrew member fails to accomplish the required events in the applicable time periods; i.e., the non-currency period for pilot landings begins 45 days after the last landing event. Aircrew will regain currency by accomplishing delinquent items under the supervision of an instructor.

4.4.4. (Added-AFMC) Ground Training. Flying units will develop a training program that ensures crewmembers familiarity with aircraft systems. As a minimum, this training will include aircraft systems, subsystems, components, and critical and non-critical emergency procedures. Ground training should be scheduled throughout the semiannual training period, and each aircrew member will complete a minimum three training sessions per semiannual training period. The training office will document ground training accomplished and maintain records for the current and previous semiannual training period. Retain the AFORMS individual currency summary to meet this requirement.

4.4.5. (Added-AFMC) Flying Training. Table 3 lists the basic proficiency flying training requirements that must be accomplished, on a semiannual basis, by crew positions listed. Events accomplished during phase I initial qualification or re-qualification training will not be credited toward these requirements except those accomplished on successful phase I evaluation. Training

events accomplished during conversion/difference training can be credited toward basic proficiency flying requirements. After successful completion of phase I qualification, training events accomplished during phase II training may be credited toward basic currency and proficiency requirements. Flying units will establish procedures so commanders and supervisors can monitor crewmember progress toward accomplishing an approximately proportionate share of proficiency requirements. Proficiency requirements, to the maximum extent possible, should be accomplished uniformly throughout the semiannual training period.

4.4.5.1. (Added-AFMC) Training Sortie Credit:

4.4.5.1.1. (Added-AFMC) In order to log a sortie for currency, rated aircrew must log secondary, primary, or instructor time. Navigators may log a sortie for currency if they log evaluator time. Pilots may also log a sortie for currency when evaluating if they log evaluator time, occupy a mandatory pilot position, and perform the crew duties associated with that position.

4.4.5.1.2. (Added-AFMC) Night Sorties and Landings. A pilot may credit a night sortie by flying 50 % of the sortie or 1 hour, whichever is less, during the hours of official sunset to official sunrise. A weapon system officer (WSO) or electronic warfare officer (EWO) in a fighter aircraft, IP or evaluator pilot, may credit a night sortie by flying 50 % of the sortie or 1 hour, whichever is less, during the hours of official sunset to official sunrise. Night sorties may be credited toward the total sortie requirement. Pilots may credit a night landing for landings accomplished from 30 minutes after local official sunset to 30 minutes before local official sunrise.

4.4.5.1.3. (Added-AFMC) Flight Engineer Sortie Credit. Criteria for accomplishing/crediting flight engineer sortie requirements identified in tables 2 and 3 are:

4.4.5.1.3.1. (Added-AFMC) Flight Engineer Currency (60 day) Sortie. The individual must perform the "primary" flight engineer duties which include accomplishment of the preflight and all normal checklists required for flight (exception: cruise check).

NOTE: The "primary" flight engineer is defined as the single individual that occupies the flight engineer station. Additional flight engineers required for the mission duties are not considered as "primary" duties for crediting a currency sortie.

4.4.5.1.3.2. (Added-AFMC) Flight Engineer Proficiency (Semiannual) Sortie. This sortie requirement may be collectively met by the following conditions:

- Accomplishment of a currency sortie.
- Accomplishment of the duties required of the other flight engineer (scanner crew position) on aircraft requiring two flight engineers. (minimum crew as defined in the applicable flight manual). Duties must include preflight and accomplishment of procedures as specified in the flight manual.
- Accomplishment of duties as the "primary" flight engineer when the flight begins with an engine running crew change (ERCC).
- Accomplishment of an instructor/evaluator when instructing/evaluating an individual at the primary flight engineer position. (Instructing an individual in scanner duties does not meet this requirement.)

4.4.5.1.4. **(Added-AFMC) Loadmaster Sortie Credit.** Criteria for accomplishing/crediting loadmaster sortie requirements identified in tables 2 and 3.

4.4.5.1.4.1. **(Added-AFMC) Loadmaster Currency (60 day) Sortie.** The individual must perform the flight manual required preflight, flight, and postflight, as well as accomplish those duties required for aircraft on/off loading or aerial delivery of cargo or personnel.

4.4.5.1.4.2. **(Added-AFMC) Loadmaster Proficiency (semiannual) Sortie.** This sortie requirement may be met by either:

- Accomplishment of a currency sortie.
- Completion of flight manual required loadmaster duties in flight.
- Instructing or evaluating an individual conducting loadmaster duties in flight.

4.4.5.1.5. **(Added-AFMC) Inflight Refueling Operator (Boom Operator) Sortie Credit.** The individual must accomplish, instruct, or evaluate the flight manual required duties, to include preflight, postflight, and inflight operation of the aerial refueling device (A/R boom or hose drogue).

4.4.5.2. **(Added-AFMC)** Flying units will establish continuation flying training requirements for grid navigation if the unit's mission requires navigation in latitudes greater than 70 degrees north or 70 degrees south.

4.4.5.3. **(Added-AFMC)** For both currency and proficiency training event credit, categorize the T-39 in the bomber/cargo category.

4.4.6. (AFMC-Added) Mission Currency and Re-Currency Requirements:

4.4.6.1. **(Added-AFMC)** In supplements to AFI 11-2 FT volume 1, flying units will identify specific ground and flying continuation training requirements necessary to ensure mission readiness. The squadron commander will determine which training is needed for aircrew members to regain mission currency when established mission requirements are not met.

4.4.6.2. **(Added-AFMC) Air Refueling Currency.** Unless otherwise directed by AFI 11-2 FT volume 1 aircraft specific attachments, to stay current in air refueling (tanker or receiver), pilots must complete at least one refueling (day or night) every 180 days. Multiple qualified pilots must accomplish at least one refueling every 180 days in each aircraft (if applicable). Refueling from either seat may be credited toward these requirements.

4.4.6.2.1. **(Added-AFMC)** To regain air refueling currency, a pilot will accomplish at least one in-flight contact under the supervision of a current air refueling (tanker or receiver, as appropriate) IP. The IP will supervise according to paragraphs 3.3.2 or 3.3.3, as applicable.

4.4.6.2.2. **(Added-AFMC)** Each receiver pilot scheduled to fly a preplanned overseas deployment, which includes air refueling, will accomplish a refueling event within the 90 day period before the scheduled deployment date. This refueling should be done in the same type of aircraft that is scheduled for the deployment and will include night contacts if there are any planned night refuelings. If possible, the tanker that is scheduled for this practice refueling should be the same type that is planned for the deployment.

4.4.6.3. **(Added-AFMC)** Boom operators must accomplish an actual in-flight operation that includes a refueling device contact once every 60 days. Accomplish re-currency training according to paragraph 4.4.1.

4.4.6.4. **(Added-AFMC)** Other primary aircrew refueling currency and re-currency requirements should be established in flying unit supplements to the appropriate AFI 11-2 FT volume 1 aircraft specific attachments.

4.5. Proration of Training. When determining training requirements, prorate an aircrew member not available for flying duties (for example, PCS, nonflying TDY, duty not including flying [DNIF] status, or emergency leave). Requirements prorated are in direct proportion to the number of days of nonavailability. Do not prorate for nonavailability of 15 days or less. For every 30 days beyond 15 days, prorate training requirements one month, but not to less than one event. Additional proration guidance may be established by aircraft in each MDS-Specific, Volume 1.

4.5.1. (Added-AFMC) All aircrew must complete a proportionate share of training requirements outlined in table 3 starting with the first day of the month after the qualification flight evaluation.

4.5.2. (Added-AFMC) Crewmembers are not considered available for training if they are absent for more than 15 consecutive days because of one of the following or a combination of the following: PCS move, non-flying TDY, duty not involving flying (DNIF), or emergency leave.

4.5.3. (Added-AFMC) Flying units may reduce requirements when the cumulative total of periods that exceed 15 consecutive days of non-availability results in changing the months available according to the following table:

Table 4. (AFMC-Added) Basic Proficiency Pro-Ration Chart.

Days Available	Months Available
166 through remaining days	6
136 through 165	5
106 through 135	4
76 through 105	3
46 through 75	2
16 through 45	1
0 through 15	0

4.6. Failure to Complete Continuation Training Requirements.

4.6.1. Declare individuals non-mission ready (NMR), non-combat mission ready (N-CMR), non-basic mission capable (N-BMC), or non-basic aircraft qualified (N-BAQ) if they fail to complete periodic ground or flying continuation training requirements as defined in AFI 11-2 *MDS-Specific*, Volume 1 instructions. Waiver requirements and waiver authorities will be specified in AFI 11-2 *MDS-Specific*, Volume 1 instructions.

4.6.2. Failure to accomplish recurring ejection seat (where applicable) and ground egress training, flight physical, or physiological training results in immediate grounding until the training is accomplished.

4.6.3. (Added-AFMC) The DFO will review individual crewmember reasons for non-completion of proficiency flying training requirements and determine if any additional training is required. Crewmembers will fly with an instructor in delinquent events until squadron commander determination is made. Documentation of this review and any additional training accomplished will be filed for 6 months following the close of the semiannual training period. Send information copy to HQ AFMC/DOV.

4.7. Requirements Before PCS or TDY by Members on Active Flying Status. This paragraph applies to flying personnel departing PCS from their old station or TDY from their permanent station.

4.7.1. Aircrew members should complete a proportionate share of flying requirements by the end of the month preceding the date of departure for PCS or non-flying TDY.

4.7.2. Complete physical examination and physiological training requirements before departing PCS or TDY, if the due date occurs within 3 months after departure date. For flight evaluation requirements in conjunction with PCS/TDY moves, see AFI 11-202, Volume 2. Air University graduating students may delay physiological refresher training until they arrive at their new duty location or formal flying training base, if the assigned base is one of the locations with physiological training facilities.

4.8. Requirements Before Removal From Active Flying. This paragraph applies to flying personnel being retired, separated, placed in inactive status, or reassigned to nonflying positions.

4.8.1. Training requirements apply until the last day of the fourth month prior to an individual's removal from active flying. For example, a person who retires or starts terminal leave on 1 July must complete requirements through 31 March; or if a person is reassigned to a nonflying position on 15 November, he must complete requirements through 31 July.

4.8.2. Refresher physiological training and academic refresher courses are not required if individuals on active flying status are current, and if removal from active flying status occurs during the 4-month period after the due date.

4.9. Requirements While in Inactive Flying Status. Personnel placed in inactive status need not complete the aircrew, flying, and physiological training requirements of this instruction. Physical qualification must be maintained according to AFI 48-123, except for flying personnel in aviation service codes 6J, 7J, 8J, and 9J. When inactive members have been selected and confirmed for assignment to aircrew duties, these individuals must regain currency in physical and physiological training before performing inflight duties. Individuals will regain their physical qualification prior to PCS/PCA.

4.10. Retraining. Do not train personnel in another type aircraft unless (on completion of retraining) the ADSC requirements of AFI 36-2107 will be met before separation, retirement, or mandatory inactive flying status.

4.11. Aircrews Flying in Non-US Air Force Aircraft and with Non-US Air Force Units. Air Force aircrews performing appropriate duties in non-US Air Force aircraft per AFI 11-401, para. 1.11, or on duty with or attached to non-US Air Force units for flying are only required to maintain a current physical and review their flight records, as required, according to AFI 11-401. They do not need to maintain currency in USAF physiological training.

4.12. Flight Surgeon Requirements. Flight surgeon flying requirements are according to the appropriate MDS-Specific, Volume 1, but in no case are they less than those in table 1. Give assigned and

attached flight surgeons every opportunity to fly in the unit's primary mission aircraft. Flight surgeons must fly at least 50 percent of their annual minimums in primary unit aircraft unless assigned or attached to operational units equipped only with single place aircraft. Waiver authority for this paragraph is HQ AFMOA/SGOA (send info copy to HQ USAF/XOOT and appropriate MAJCOM/SGOA).

Table 5. Flight Surgeon Sorties/Training Requirements (See Notes).

Sortie	Semi-Annual Period	Annual Sorties
Total	Minimum: 6	Minimum: 12
Night	Minimum: 1	Minimum: 2

NOTES:

1. Credit no more than one sortie per single calendar day. **Exception:** Credit reserve forces flight surgeons with a maximum of 2 sorties for separate flights performed in a single calendar day, provided the interval between flights does not exceed 60 days and a minimum of 6 missions are flown each 6 months.
2. A night sortie is one on which either takeoff or landing and at least 50 percent of flight duration or 1 hour, whichever is less, occur between the period of official sunset to official sunrise.
3. Flight surgeons are conditional fliers and must meet DoD Pay Manual flying requirements for entitlement to ACIP.
4. To maintain currency, time between flights must not be more than 60 days. Notify the command surgeon when time between flights exceeds 60 days. MAJCOMs establish procedures for flight surgeons to regain flying currency.

4.12.1. (Added-AFMC) Flight Surgeons will maintain currency in at least one unit assigned aircraft. Their 60 day currency requirement may be accomplished in any unit assigned aircraft. If they exceed 60 days between sorties in an aircraft, they must accomplish re-qualification training before flight.

4.12.2. (Added-AFMC) Flight Surgeon Re-Qualification Training. Flight surgeons exceeding the 60 days currency in an aircraft will accomplish a flight in the aircraft to regain currency. Prior to the flight, the flight surgeon will accomplish the following:

- Bomber, Cargo, or Helicopter. A written egress examination and ship-side egress.
- Fighter or Trainer. A written examination encompassing cockpit familiarization and egress knowledge, ship-side egress training, and a cockpit familiarization briefing given by a qualified pilot at the aircraft.

4.13. (Added-AFMC) Training for Nonqualified Personnel.

4.13.1. (Added-AFMC) Personnel who fly in an AFMC aircraft, in which they are not qualified, at a crew position with a set of flight controls will complete AFMC Form 67A1, **Prerequisites**

and Ground Training for Nonqualified Personnel, training (available in electronic media at the AFMC Publishing page). This requirement does not apply to crewmembers in initial qualification or requalification training. A trainee signature is not necessary on the AFMC Form 67A1 when training is given to nonqualified VIP personnel. If an instructor is unavailable to accomplish items 2, 3, 4, and 5, then the aircrew member primarily responsible for the position being occupied may accomplish and sign off this training. Qualified helicopter engineers occupying the left seat need not accomplish this training.

4.13.2. (Added-AFMC) Training is valid for 30 days if all prerequisites on the AFMC Form 67A1 are current. File the record of completed training with the appropriate flight authorization for 1 year.

4.14. (Added-AFMC) Training Requirements for Multiple-Qualified Individuals.

4.14.1. (Added-AFMC) The DFO will designate one aircraft as primary for crewmembers who maintain qualification in more than one of the unit's aircraft. See AFI 11-202 Volume 2/AFMCS 1 for AFMC multiple qualification policy.

4.14.2. (Added-AFMC) Requirements in Table 2 will be performed in each aircraft in which the crewmember is qualified. The following exception applies: The instrument approach required of pilots every 45 days may be performed in any similar aircraft, as specified in AFI 11-202 Volume 2/AFMCS 1, in which the pilot is qualified.

4.14.3. (Added-AFMC) At least 50% of the proficiency flying requirements in table 3 must be performed in all aircraft in which an individual is qualified. However, the total basic proficiency flying event requirements must not be less than aircraft qualification requiring the most sorties.

4.14.4. (Added-AFMC) Navigators dual qualified in both the OSO and DSO positions in the B-1 will perform at least 50 percent of the proficiency sortie requirements (Table 3) in the OSO position.

5. Upgrade Training. See applicable AFI 11-2 *MDS-Specific*, Volume 1 for specific instructions for additional requirements. Do not upgrade personnel unless the ADSC requirements of AFI 36-2107 will be met before separation, retirement or mandatory inactive flying status.

5. (Added-AFMC) Upgrade Training. See AFI 11-2FT Volume 1 for additional guidance.

5.1. (Added-AFMC) Copilot to First Pilot (Aircraft Commander) Upgrade. Table 5 outlines first pilot flying hour requirements for specified aircraft. Refer to FT volume 1 aircraft specific attachments for helicopter first pilot flying hour requirements. The prerequisite flying time experience levels required for upgrade are based on the copilot having gained the knowledge and judgment required to effectively accomplish the unit's mission.

Table 6. (Added-AFMC) Flying Hour Prerequisites for First Pilot Qualification.

Aircraft	Minimum Total Flying Hours	Hour Prerequisites
Bomber, Cargo	1500	None--Individual will have at least two sorties in the copilot position before designated aircraft commander
	750	200 hours in bomber or cargo aircraft (multiengine jet or turboprop) or 100 hours in the aircraft
	Less than 750	Not eligible for first pilot upgrade

5.2. (Added-AFMC) Instructor Upgrade. The squadron commander bases selection of instructors on the crewmember's experience, judgment, flying skill, and technical knowledge. Minimum flying time experience requirements for upgrade to instructor for all aircrew specialties are outlined in table 6. Flying time requirements may be waived by the DFO on a case by case basis. Aircrew members who have never been instructor qualified will attend the lead MAJCOM instructor upgrade school. Aircrew members who have been instructor qualified in another type aircraft should attend the aircraft's lead MAJCOM formal school but may be upgraded locally with DFO's approval. DFOs may authorize instructor upgrade training in conjunction with re-qualification training. Document DFOs approvals in the individual's training folder.

Table 7. (Added-AFMC) Instructor Upgrade Flying time Prerequisites.

AIRCRAFT	CREW POSITION	TOTAL FLYING HOURS	TIME IN AIR-CRAFT
Fighter & Trainer: A-10, F-4, F-15, F-16, F-111, F-117, T-38	Pilot	500: of which 200 will be in high performance fighter type air- craft.	100
	WSO	500	100
U-2	Pilot	500	300
Multiengine: C-17, C-141, C-135, C-21, KC-10, B-707, variant, B-1, B-1, B-2, B-52, T-39, C-5	Pilot	1500	200
		750	300
	Nav, OSO, DSO, EWO, FE, BO, LM, and Non-primary	500	200
Recip and Turboprop C-12, C-130 (Note 4)	Pilot	1500	200
		750	300
	Non-Primary	300	200

NOTES:

1. Only primary and secondary time is applicable towards “TIME IN AIRCRAFT” category.
2. There are no ”TIME IN AIRCRAFT” requirements for new and experimental aircraft in AFMC. The DFO will designate an “initial cadre” of instructors and follow documentation guidance in AFI 11-202V2/AFMCS 1.
3. Similar type aircraft are IAW AFI 11-202, Volume 2/AFMCS 1.
4. USAF TPS staff instructors require only 50 hours “time in aircraft” to upgrade to instructor in the C-12 aircraft.
5. Flying time requirements may be waived by the DFO on a case by case basis.

5.2.1. (Added-AFMC) Ground Training. Prospective instructors must have knowledge of aircraft systems, procedures, and other areas in which instructional duties apply.

5.2.1.1. (Added-AFMC) Instructor ground training will be accomplished using AFMC Form 67A2, **Instructor Upgrade Ground Training**, and specific AFI 11-2 flight test volumes instructor upgrade lesson plans.

5.2.1.2. (Added-AFMC) Prospective instructors will be familiar with the proper forms and

procedures for documenting student training, including the prerequisites and ground training for nonqualified personnel outlined on AFMC Form 67A1.

5.2.1.3. **(Added-AFMC)** When accepting instructor status from another MAJCOM, an AFMC Form 67A2, **Instructor Upgrade Ground Training** lesson plan must be accomplished to familiarize the crewmember with AFMC policy, instructions and regulations. The lesson plan will be completed prior to performing instructor duties and filed in section III of the crewmember's training folder.

5.2.2. (Added-AFMC) Flying Training. Conduct instructor upgrade training in the crew position from which instruction will normally be performed. Instructor lessons will consist of demonstrations and practice of procedures and techniques used in accomplishing instructor duties. Lesson plans are established in AFI 11-2FT Volume 1 aircraft specific attachments. An instructor candidate will receive an instructor upgrade flight evaluation according to AFI 11-202 Volume 2/AFMCS 1. The instructor flight evaluation may be accomplished prior to completion of night training events but the individual will not perform instructor duties at night until completion of these events. Pilots must complete the night checkout sortie within 4 months of the first upgrade training flight. If the night checkout sortie cannot be completed within 4 months of the first upgrade training flight, a letter justifying delay of this training period will be placed in the individual's training folder with an info copy sent to AFMC/DOV. This justification letter must fully explain the reason for the delay in checkout, establish a new night checkout sortie due date, and be signed by the unit's DFO. Retain the letter in the individual's training folder.

5.2.3. (Added-AFMC) Instructor Re-Qualification. When an instructor loses aircraft qualification as per paragraph 1.7.1, the squadron CC must determine what instructor re-qualification training is required. When an instructor loses aircraft qualification as per paragraph 1.7.2, the instructor training syllabus, as established in AFI 11-2 FT Volume 1 aircraft specific attachments, must be accomplished. In both cases, the re-qualification evaluation must include the instructor requirements.

5.2.4. (Added-AFMC) Mission Instructor. Unless otherwise directed by AFI 11-2 FT Volume 1 aircraft specific attachments, the instructor must be instructor qualified in the aircraft and crew position and also qualified in the mission to be instructed.

5.3. (Added-AFMC) Flight Examiner Upgrade. Squadron commanders will select and designate flight examiners as prescribed in AFI 11-202 Volume 2/AFMCS 1. AFMC Form 67A3, **Flight Examiner Upgrade Ground Training**, will be accomplished by the upgrade candidate with a flight examiner qualified crewmember prior to designation as a flight examiner. File this AFMC Form 67A3 in section III of the crewmember's training folder.

5.3.1. (Added-AFMC) When accepting flight examiner status from another MAJCOM, an AFMC Form 67A3, **Flight Examiner Upgrade Ground Training**. Lesson plan must be accomplished to familiarize the aircrew member with AFMC policy, instructions, and regulations. The lesson plan will be completed prior to accomplishing examiner duties and filed in section III of the crewmember's training folder.

6. Aircrew Training System (ATS). The ATS is a system wherein a civilian contractor provides academic, simulator, and other designated aircrew training. ATS courses are listed in the applicable AFI 11-2 *MDS-Specific*, Volume 1.

6.1. Applicability. Guidance applies to all aircrew members attending either formal schools using ATS courseware or ATS refresher/phase training.

6.2. Students. ATS students will enroll on a full-time basis to insure their training is completed in a timely and uninterrupted manner. Students will be relieved of duties not directly related to training. **EXCEPTION:** Supervisory personnel may continue their normal duties as time permits.

6.3. Course Prerequisites. Commanders will insure ATS students complete ATS course prerequisites as outlined in AFCAT 36-2223; applicable AFI 11-2 *MDS-Specific*, Volume 1; or course syllabus.

6.4. Objectives. Lesson objective descriptions, remediation procedures, specific training evaluation criteria, administration procedures and scheduling guidelines/procedures are found in the applicable AFI 11-2 *MDS-Specific*, Volume 1 or course syllabus.

6.5. Unsatisfactory Student Progress:

6.5.1. If a student's training progress is unsatisfactory, the contractor will notify the appropriate government representative (wing training, operations officer, etc.). Following review of the student's record, the government representative will determine whether to continue or terminate training.

6.5.2. The contractor will provide written feedback to the unit commander or training office for students who display substandard performance.

6.6. Courseware Changes. Submit formal school courseware changes through appropriate MAJCOM channels to the training command. The training command will coordinate with the command responsible for overseeing the ATS contract, if different than the training command. Submit all other courseware changes to the MAJCOM responsible for overseeing the ATS contract.

6.7. Forms Prescribed. AF Form 1520, **AFORMS Mission/Multi-Crewmember Scheduled Event Input**; AF Form 1521, **AFORMS Individual Scheduled Event Input**; AF Form 1522, **AFORMS Additional Training Accomplishment Input**; AF Form 3526, **AFORMS OMR Event Accomplishment Report**.

6.7. (AFMC) Forms Prescribed. AFMC Form 67 Series, **Ground Training Record**, AFMC Form 68 Series, **Flying Training Record**, and AFMC Form 69, **Flying Training Comments**.

7. (Added-AFMC) Training Restrictions. The training outlined in tables 8 and 9 apply to all AFMC flying units. AFMC units will comply with these restrictions for all flying activities.

7.1. (Added-AFMC) Steep Turns. Practice instrument steep turns exceeding 30 degrees of bank are prohibited at night or in instrument meteorological conditions (IMC) unless mission requirements dictate flight profile is authorized in an approved test plan.

7.2. (Added-AFMC) Unusual Attitude. Practice unusual attitude recoveries are prohibited at night or in IMC and any time the safety observer is not qualified in the aircraft. Initiate practice unusual attitude recoveries at an altitude of at least 10,000 feet above the ground level (AGL) and complete not lower than 5,000 feet AGL.

Table 8. (Added-AFMC) Training Restrictions - Fighter and Trainer Jet.

	A	B	C
L	Event	IP or EP at a Set of Controls or in Chase Aircraft	No IP or EP
1	Simulated Emergency Procedures	1. Day VFR (1500/3 miles visibility) 2. All engines will be used for unplanned go-arounds 3. Gross weight must not exceed basic weight plus weight of full internal fuel or flight manual limits, whichever is less 4. No external ordnance (except training ordnance) 5. No passengers	1. Same 2. Same 3. Same 4. Same 5. Same
Simulated Single Engine - Lines 2, 3, 4			
2	Climb Out	1. Not authorized	1. Same
3	Approach & Go-around	1. Ensure adequate obstacle clearance is maintained 2. Initiated engine out go-around above 200' AGL	1. Same 2. Same
4	Landing	1. Crosswind corrected for RCR must be in the recommended zone of the aircraft's landing crosswind chart	1. Same
5	*Simulated Flameout/ Flight Level (SFO/FL)	1. Ceiling is no lower than 500' above the highest portion of prescribed pattern 2. Low approach only (no lower than 50' AGL) if flown from any cockpit to a dry lakebed. Touch and go landings may be completed to from the rear cockpit if flown to a hard runway.	1. Same 2. Same
6	No Flap	1. Procedure must be IAW the flight manual 2. Full stop landing prohibited unless required in an approved training syllabus or considered a normal procedure	1. Same 2. Same
7	Touch & Go's	1. Weather must be at or above the minimums for the approach being flown, but no lower than 300' and 1 2. All engines will be set to military power or as specified in flight manual 3. No passengers 4. Wet runway or RCR 12 or greater 5. Crosswind corrected for RCR must be in the recommended zone of the aircraft's landing crosswind chart 6. No external ordnance other than training missiles and empty bomb dispensers	1. Weather must be at or above the minimums for the approach being flown, but no lower than 1000' and 3 2. Same 3. Same 4. Day -- Same Night-Dry runway 5. Crosswind component 10 knots or less 6. Same 7. DFO selected airfields

Exceptions: SFO patters may be flown to touch & go or full stop landings under the following conditions:

- From the front cockpit only be either MP, IP, or EP. (DFOs will approve pilots permitted to perform touch & go/full stop SFO landings through a Pilot Qualification Roster, Letter of X's or similar tracking device.)
- As part of or in training for for a specific test program as detailed in an approved test plan (with or without IP).
- As part of the USAF TPS curriculum (with IP).

- As part of an approved initial qualification, requalification, IP upgrade or DFO approved continuation training program.
 - IPS current and qualified in SFO-FL touch & go or full stop landings may demonstrate procedures from the rear-right seat in dual seat aircraft down to 50 feet or supervise single seaters from chase aircraft.
 - Students may accomplish SFO/FL touch & go or full stop landings from the front/left seat in dual seat aircraft and single seat aircraft under the direct supervision of an IP.
- For all SFO patterns, the aircraft must rollout wings level at a point no lower than 200 feet AGL on final, no slower than technical order minimum landing gear down airspeed on touch & go and full stop landings until the sink rate is under control and landing is assured. If these parameters are not met, a go-around will immediately be performed.
- A qualified U-2/TR-1 pilot according to the flight U-2/TR-1 pilot according to the flight manual (with or without IP).

Table 9. (Added-AFMC) Training Restrictions - Multiengine jet, Recip, Turboprop.

	A	B	C
L I N E	Event	IP or EP at a Set of Controls	No IP or EP
1	Simulated Emergency Procedures	1. Weather is at or above circling minimums during day-light and 1000' ceiling and 2 miles visibility or circling minimums (whichever is higher) at night 2. All engines will be used for unplanned go-arounds 3. No passengers	1. Day VFR (1500' & 3) 2. Same 3. Same 4. Initiated or terminated at or above 200' AGL
Simulated Engine Out- lines 2,3,4,5			
2	Takeoff	Prohibited	Prohibited
3	Climb Out	Simulate engine failure after a positive rate of climb is established	Simulate engine failure above 200' AGL
4	Approach & Go-around	Ensure adequate obstacle clearance is maintained	1. Same 2. Initiate no lower than 200' AGL
5	Landing	Crosswind corrected for RCR must be in the recommended zone of the aircraft's landing crosswind chart	Prohibited
6	Practice Engine Shut-down	1. VMC 2. Shutdown & restart must be accomplished above 5000' AGL 3. May only be performed as part of an approved training syllabus	Prohibited
7	No Flap	IAW flight manual or AFI 11-2FT series	Prohibited
8	Touch & Go's	1. Weather is at or above the minimums for the approach being flown but no lower than 300' & 1 2. All engines will be set to military power or as specified in flight manual 3. No passengers 4. Wet runway / RCR 9 or greater 5. Crosswind corrected for RCR must be in the recommended zone of the aircraft's landing crosswind chart 6. B-52 may simulate single engine loss above 100 KIAS	1. Weather is at or above the minimums for the approach being flown, but no lower than 1000' & 3 2. Same 3. Same 4. Day -- Same night -- Dry runway 5. Crosswind component 10 knots or less 6. Prohibited 7. DFO selected airfields

Note: T-39 pilots may perform SFOs using the same guidance as outlined in Table 8.

JOHN P. JUMPER, Lt General, USAF
DCS, Air and Space Operations

Attachment 1**GLOSSARY OF ABBREVIATIONS, ACRONYMS, AND TERMS*****Abbreviations and Acronyms***

ACIP—Aviation Career Incentive Pay

AETC—Air Education and Training Command

AFI—Air Force Instruction

AFORMS—Air Force Operations Resource Management System

AFPC—Air Force Personnel Center

AFPD—Air Force Policy Directive

ANG—Air National Guard

ARC—Air Reserve Component

ATS—Aircrew Training System

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

CC—Commander

CMR—Combat Mission Ready

CSAF—Chief of Staff, USAF

DNIF—Duty Not Including Flying

DoD—Department of Defense

FE—Flight Examiner

FEB—Flying Evaluation Board

FCR—Formal Course Review

HQ—Headquarters

MAJCOM—Major Command

MDS—Mission Design Series

MR—Mission Ready

NAF—Numbered Air Force

N-BAQ—Non-Basic Aircraft Qualification

N-BMC—Non-Basic Mission Capable

N-CMR—Non-Combat Mission Ready

NMR—Non-Mission Ready

OG—Operations Group

OMR—Optical Mark Reader

OPORD—Operation Order

OPR—Office of Primary Responsibility

OSA—Operational Support Airlift

PCS—Permanent Change Of Station

PFT—Programmed Flying Training

PGL—Programmed Flying Training Guidance Letter

PR—Progress Review

SAF/AAIP—Secretary Of The Air Force/Publishing

STAN/EVAL—Standardization/Evaluation

TDY—Temporary Duty

UAV—Unmanned Aerial Vehicle

USAF—United States Air Force

Terms

Aircrew—The total complement of crewmembers (primary crewmember, mission crewmember) required to operate an aircraft and to complete an assigned mission. AFI 65-503, *USAF Cost and Planning Factors Guide*, lists authorized aircrew composition. (In this instruction, “aircrew” is normally used in the plural and “aircrew member” in the singular.) (See AFI 11-401 for definitions of primary crewmember and mission crewmember.)

Basic Aircraft Qualification—An aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to perform aircrew duties in the unit aircraft.

Basic Mission Capable—An aircrew member who has satisfactorily completed mission qualification training, does not maintain MR/CMR status, but maintains familiarization in the command or unit operational mission.

Combat Mission Ready—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit operational mission (same as Mission Ready).

Continuation Training—The continuation training program provides crew members with the volume, frequency, and mix of training necessary to maintain proficiency in the assigned qualification level.

Currency—A measure of how frequently and/or recently a task is completed. Currency requirements should ensure the average aircrew member maintains a minimum level of proficiency in a given event.

Formal Course—Training courses listed in AFCAT 36-2223, *USAF Formal Schools*.

Initial Qualification—An aircrew member engaged in training needed to qualify for basic aircrew duties in an assigned position for a specific aircraft, without regard for the unit’s operational mission.

Mission Ready—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit operational mission (same as Combat Mission Ready).

Mission Qualification—An aircrew member engaged in training needed to qualify in an assigned aircrew position to perform the command or unit mission.

Office of Primary Responsibility (OPR)—Any headquarters, agency, or activity having the primary functional interest in, and responsibility for, a specific action, project, plan, program, or problem.

Proficiency—A measure of how well a task is completed. An aircrew member is considered proficient when they can perform tasks at the minimum acceptable levels of speed, accuracy, and safety.

Special Mission Training—Training in any special skills necessary to carry out the unit's assigned missions that are not required by every crew member. Specialized training is normally accomplished after the crew member is assigned MR/CMR or BMC status, and is normally in addition to MR/CMR or BMC requirements.

Training Command—The MAJCOM assigned responsibility for formal school training in each MDS.

Attachment 2 (Added)

AFMC FORM 67

Instructions for Completing AFMC Form 67, <i>Ground Training Record</i>.		
This form provides for the overprint of required ground training tasks. It will be used to document required ground training events.		
A	B	C
Item	Description	Entry
1	Name/Rank	Self-explanatory.
2	Aircraft	Specific MDS of aircraft for which training is being accomplished.
3	Crew Position	The crew position to which the individual is upgrading. For example, if training is for upgrade to IP, list IP in this item.
4	Type of Training	Enter the exact type of training being performed. (i.e, F-15A to F-15E conversion training.)
5	Training Events	The left column will list the tasks and sub-tasks requiring specific trainee knowledge. The training events required will be established by the OPR for the training being accomplished. In the right columns, the instructor conducting the training will print his name and date that the specific training event was completed.
6	Trainee's Signature/Date	The trainee will sign and date when the last training item is completed.
7	Instructor's Signature/Date	The instructor completing the last required training item on the form will sign and date. The instructor's signature certifies that the all required ground training events have been accomplished.
8	Remarks	Record any pertinent comments or direction regarding specific training.

Attachment 3 (Added)

AFMC FORM 68

Instructions for Completing AFMC Form 68, <i>Flying Training Record</i>.		
This form provides for the overprint of required training tasks and end-of-course proficiency levels for each ground and flight training task. It will also be used to record the number of events accomplished and proficiency level attained by the trainee. File this form in the appropriate section of the training folder.		
A	B	C
Item	Description	Entry
1	Name/Rank	Self-explanatory.
2	Aircraft	Specific MDS of aircraft for which training is being accomplished.
3	Crew Position	The crew position to which the individual is upgrading. For example, if training is for upgrade to IP, list IP in this item.
4	Type of Training	Enter the exact type of training being performed. (i.e., C-130A to C-130H conversion training.
5	Training Events	The left column will list the tasks and subtasks requiring a specific trainee proficiency standard. All items required a proficiency level "P" or must be identified with a "D". Break the tasks out by general areas (i.e., discussion topics, ground operations, emergency procedures, etc.). The right 6 columns (excluding the far right, total events) correspond to the sorties accomplished. Record in each of these columns the number of events accomplished and proficiency level attained (#/P, #/T, or #/D) during the sortie. The training events required will be established by the OPR for the training being accomplished and include the minimum number of events that must be accomplished by the trainee to complete training. The trainee must attain a proficiency level of "P" on the accomplishment of the last event, otherwise he or she remains in a training status until proficiency is attained. If two lesson plans are conducted concurrently, i.e., requalification training and instructor upgrade, and similar events are required on both, the highest minimum requirement listed will be accomplished. Indicate the type of training to be accomplished by circling it or highlighting the appropriate column.
	Qual	List the minimum number of events required to complete this lesson plan.
	Requal	List the minimum number of events required to complete this lesson plan.
	Inst	List the minimum number of events required to complete this lesson plan.
6	Flight Eval/Training Completion Date	Date flight evaluation or training completion is due. For initial and upgrade training, this date is 4 months from the first flight. For mission training, this date is 6 months from the first flight.
7	Reviewing/Certifying Officer and Date	Signature and date of DFO, squadron commander, or operations officer signifying completion of training prior to administering flight evaluation. If flight evaluation is not required, the signature certifies all training is complete and individual is certified to perform the particular mission for which training was accomplished. This date will also be placed on the AF Form 1381.
8	Instructor/Date	Date and signature of instructor upon completion of specific sorties.
9	Remarks	Record any pertinent comments or direction regarding specific training.

Attachment 4 (Added)

AFMC FORM 69

Instructions for Completing AFMC Form 69, <i>Flying Training Comments</i>.		
This form is used in conjunction with AFMC Form 68, or can be used as a stand alone form to document training. It provides for narrative descriptions of the trainee's progress and a means for documenting the training office review. Maintain with AFMC Form 68 in the appropriate section of the training folder. A separate AFMC Form 69 should accompany each AFMC Form 68. However, for multiple, single lesson plan training programs, a single AFMC Form 69 may be used.		
A	B	C
Item	Description	Entry
1	Name/Rank	Self-explanatory.
2	Type Of Training	Enter the exact type of training being performed. (i.e., F-15A to F-15E conversion training.
3	Flight Number	Consecutive sortie number to agree with corresponding sortie number on AFMC Form 68. Units may consider a preflight/ground abort a sortie if any training is accomplished (may not credit a sortie for currency or proficiency). Units may also use an abbreviation such as LAO 1, as long as the same designation is used on the AFMC Form 68.
4	Date	Date of the specific sortie.
5	MDS	Mission, design and series of aircraft in which training was accomplished.
6	Comments	MISSION OVERVIEW: Describe the mission scenario, including mission profile, and any events that impacted the mission (i.e., tanker MX cancel, weather, etc.). STRENGTH: Comments should elaborate on trainee's strengths and indicate student progress. WEAKNESS: Describe the trainee's weaknesses, identify problem areas, and areas requiring student self study, and record unusual circumstances. RECOMMENDATIONS: Recommendations should include tasks requiring further training and the type of training required. Local overprints are authorized. If more space is needed, use the next blank section. Upon completion of all training requirements, a statement such as "Recommended for evaluation." or "All training requirements for weapons delivery completed." is appropriate. However, a statement such as "cleared for weapons delivery mission" is not appropriate as only DFO, squadron commander, or operations officer may clear an individual for a mission.
7	Instructor	Instructor will sign at completion of sortie.
8	Student/Date	Trainee will sign and date at completion of sortie.
9	Training Office Review/Date	The training officer/NCO, or individual in the trainee's chain of command, will review the comments before the next training sortie. He or she should highlight any comments that are pertinent to follow-on training. Annotate this review by initials of training officer/NCO conducting review and date of review. When conditions preclude a timely review, the instructor will explain in remarks.

Attachment 5 (Added)**RECURRING AIRCREW REQUIREMENTS SUMMARY**

Event Description (Directive)	Aircrew Position ID*
<u>Every 3 Years</u>	
USAF Physiological Training (AFI 11-403, AFI 11-202V1)	See AFI 11-403 for Guidance
Water Survival Training (AFI 11-301)	All
Land Survival Training (AFI 11-301)	All
Recurring CRM Academics (AFI 11-290)	All aircrew plus any designated by DFO
<u>Every 17 Months (No due dates in AFORMS)</u>	
Instrument Refresher Course (AFI 11-202 Volume 2)	P,C,W,E
Written Instrument Exam (AFI 11-202 Volume 2)	P,C,W,E
Written Qualification Exam (Closed Book) (AFI 11-202 Volume 2)	All
Written Qualification Exam (Open Book) (AFI 11-202 Volume 2)	All except S,H,J,A,Z,K
Publications Check (AFI 11-202 Volume 2)	All aircrew plus any designated by DFO
Emergency Procedures Evaluation (AFI 11-202 Volume 2)	All aircrew plus any designated by DFO
Navigator Instrument or Systems Refresher Course (AFI 11-202 Volume 2)	N,R
Navigator Instrument or Systems Refresher Exam (AFI 11-202 Volume 2)	N,R
<u>Every 12 Months</u>	
Flight Physical Examination (AFMAN 48-123)	All
Flight Records Review (AFI 11-401)	All
Anti-hijack Training (AFI 13-207)	All crewmembers whose aircraft frequently carry passengers
CRM Exercise (AFI 11-290)	All aircrew plus any designated by DFO
Aircraft Egress Training (AFI 11-301) (Prior to first flight)	All

Aircraft Equipment Familiarization Training/ Immediate Survival Response Training (AFI 11-301) (Within 60 days of placement on flying status)	All
Hanging Harness Training (AFI 11-301) (Within 60 days of placement on flying status)	All crewmembers who frequently perform duties on parachute equipped aircraft
Aircraft Simulator Refresher Training (Paragraph 1.9.5)	P, C, F, N

Each Semiannual Training Period

Aircraft Systems Refresher Training (Paragraph 4.4.4)	All except S,H, J, A, Z, K
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Upon PCS Inbound

Aircraft Portable and Fixed Fire Extinguisher Training (AFOSH Std 127-56) (Within 90 days of arrival)	All
Aircraft Marshaling Exam (AFI 11-218) (Within 30 days of arrival)	P,C,W,L,F,B

This attachment is provided as a management aid in consolidating recurring aircrew requirements. The applicable directive takes precedence over this attachment and must be consulted for further information concerning requirements and applicability. This attachment doesn't relieve aircrew members from accomplishing additional training required by referenced or other directives. These are the minimum ground training requirements for unit AFORMS products.

***Aircrew Position Identifiers**

A	Other Aircrew Member	B	Boom Operator
C	Copilot	E	Electronic Warfare Officer
F	Flight Engineer	H	Flight Nurse
J	Pararescue Member	L	Loadmaster
N	Navigator	P	Pilot
R	Navigator-Bombardier or OSO	S	Flight Surgeon
W	Weapon System Officer	Z	Operational Support or Battle Staff
K	Communications System Operator		

Attachment 6 (Added)

COMMAND AFORMS EVENT IDENTIFIERS

FLYING TRAINING EVENTS

DESCRIPTION	EVENT NAME	EVENT ID
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LANDINGS

TOTAL	TOT LNDG	LD00
DAY	DAY LNDG	LD01
NIGHT	NIGHT LNDG	LN05
TOUCH & GO	TOUCH & GO	LG01
FORMATION LEAD	FORM LEAD	LF01
FORMATION WING	FORM WING	LF02
BACK/RIGHT SEAT	BK ST LNDG/RT ST LNDG	LB01

TAKEOFFS

TAKEOFF	TAKEOFF	TO01
HELO TAKEOFF	HELO T/O	TH01
FORMATION LEAD	HELO FM LEAD	TL01
FORMATION WING	HELO FM WING	TW01
FORMATION NIGHT LEAD	FM NT/LEAD	TL05
FORMATION NIGHT WING	FM NT/WING	TW05

SORTIES

TOTAL	TOT SORTS	ST00
TOTAL NIGHT	TOT N/SORT	SN00
PROFICIENCY SORTIE	PROF SORT	SP01
FUNCTIONAL CHECK FLIGHT	FCF	SF00
DELIVERY	DEL SORT	SF03
TEST	TEST SORT	SF04
TEST SUPPORT	TEST SUPT SORT	SF05
TRAINING	TRNG SORT	SF06
SPECIAL MISSION	SPECIAL MSN	SF07
EMERGENCY PROCEDURE	HELO EMER PROC	SE00
NIGHT VISION GOGGLES	NVG SORT	SV00
RESERVED	RESERVED	SE05
RECURRING OBSERVER	REC OBS	SR00

APPROACHES

TOTAL APPROACHES	TOT APR	PA00
PRECISION	PRE APPR	PA01
NON PRECISION	N/PRE APPR	PA04
PRECISION HUD OFF	PRE H/OFF	PA03
NON PRECISION HUD OFF	N/PRE H/OFF	PA06
SIMULATED ENGINE OUT APP	SIM ENG OUT	PA07
NDB APPROACH	NDB APPR	PA11
CIRCLING APPROACH	CIRCLING APPR	PA12

AIR EVENTS

TOTAL INTERCEPT	INCP TOTAL	AI00
INTERCEPT DAY	INTERCEPT DAY	AI10
INTERCEPT NIGHT	INTERCEPT NIGHT	AI11
ADVANCED HANDLING	ADV HAND	AC01
CHASE	CHASE	AC02
LOW LEVEL	L/LEVEL	AC03
ACBT	ACBT	AC04
BFM	BFM	AC05
DBFM	DBFM	AC06
SFO	SFO	AC07
COMBAT EDGE	CBT EDGE	CE01

AIR EVENTS (HELO)

REMOTE AREA OPS (HELO)	HELO REOPS	AT02
HOIST OPS (LAND)	HELO OPS L	AT03
HOIST OPS (WATER)	HELO OPS W	AT04
SEARCH OPS	HELO S OPS	AT05
CARGO SLING	HELO C SLING	AT06

WEAPONS DELIVERY

TOTAL WEAPONS DELIVERY	WPN DEL TOT)	WD00
AIR TO AIR	A/A WPN DEL)	WD01
AIR TO GROUND	A/G WPN DEL)	WD02
TEST	WPN DEL TEST)	WD03

AIR REFUELING

TOTAL AIR REFUELING	TOT A/R	AR00
DAY	A/R DAY	AR01
RECEIVER	A/R RECV	AR02
TANKER	A/R TNKR	AR03
RESERVED	RESERVED	AR04
NIGHT	A/R NIGHT	AR05
BREAKAWAY	A/R BREAK	AR06
TANKER RENDEZVOUZ	TKR REND	AR07
RECEIVER RENDEZVOUZ	REC REND	AR08

PARACHUTIST TRAINING (AFI 11-410, AFMC SUP)

TOTAL JUMPS	TOT JUMP	PJ00
STATIC LINE JUMP	SL JUMP	PJ01
FREEFALL JUMP	FF JUMP	PJ02
FREEFALL MANEUVERING JUMP	FFM JUMP	PJ03
EQUIPMENT JUMP	EQUIP JUMP	PJ04
NIGHT JUMP	NIGHT JUMP	PJ05
WATER JUMP	WATER JUMP	PJ06
C-9 JUMP	C-9 JUMP	PJ07
STATIC LINE OR FREEFALL MISSION	SL/FF MSN	PJ08
EMERGENCY PROCEDURES	EMERGENCY PROC	PJ10
JUMPMaster MISSION	JM MSN	PJ20
ANNUAL PHYSICAL FITNESS TEST	PJ FITNESS TEST	PJ30
ANNUAL JUMP RECORD REVIEW	JUMP REC REVW	PJ40

****NOTE****

For unit unique training use standard (2) event alpha character and number "20" or higher number to create an event for flying training. (Example: Weapons Event – Wd23; Air Event - Ac44.)

STANEVAL

QUALIFICATION CHECK	QUAL CHK	AA01
OPEN BOOK EXAM (Note 1)	OPEN BOOK	AB03
CLOSED BOOK EXAM (Note 1)	CLSD BOOK	AB05
PUBLICATIONS CHECK (Note 1)	PUBS CHK	AB02
EMERGENCY PROCEDURES EVAL (Note 1)	EPE	AB04
INSTRUMENT REFRESHER COURSE	IRC	AI01
INSTRUMENT REFRESHER EXAM	INSTM REF EXAM	AI02
INSTRUMENT CHECK	INSTM CHK	AA11
QUAL/INSTM CHECK	COMP CHK	AA21
INSTRUCTOR CHECK	INSTR CHK	AB12
MISSION CHECK	MSN CHK	AE01
DUAL QUAL DUE	DUAL QUAL	FM80

LIFE SUPPORT

LOCAL AREA SURVIVAL(G)	LOCAL AREA	LS01
WATER SURVIVAL SCHOOL(G)	WST	LS03
LIFE SUPPORT EQUIPMENT TRNG(G)	LSE TRNG	LS06
EGRESS TRAINING, EJECTION(G)	EGRESS (EJECTION)	LS07
EGRESS TRAINING, NON-EJECTION(G)	EGRESS (NON-EJECTION)	LS08
HANGING HARNESS TRNG, EJECTION(G)	HHT EJECTION	LS09
HANGING HARNESS TRNG, NON-EJECT(G)	HHT NON-EJECTION	LS10
LOW THREAT COMBAT SURVIVAL TRNG(G)	LAND SURVIVAL	LS11
HELO EMERGENCY EGRESS TRNG(G)	HELO EGRESS	LS13

RECURRING AIRCREW TRAINING OTHER

PHYSICAL(G)	PHYSICAL	PP01
PHYSIOLOGICAL TRAINING(G)	ALT CHAMBER	PP11
CENTRIFUGE(G)	CNTFG	PP12
RECORDS REVIEW	RCD REV	RR01
BASIC SURVIVAL TRNG	BASIC SURV TRN	SS01
BASIC WATER SURV	BASIC WATER TRNG	WW01
ANTI HIJACKING	ANTI HIJACK	GT01
A/C SYSTEM TRAINING	A/C SYS TRN	GT02
EP SIMULATOR	E/P SIM	GT03
MARSHALING EXAM	MARSH EXAM	GT04
FIRE EXTINGUISHER	FIRE EXT TRN	GT05

INITIAL CRM TRAINING	CRM TRNG	CR01
RECURRING CRM TRAINING	REC CRM TRNG	CR02
FTE OBSERVER TRNG	FTE OBS TRN	FT01

NOTE 1: Tracking Of These Events In Aforms Is Optional.

NOTE 2: Unique Training Use First Character + "x" and Two (2) Numerical Characters To Create An Event For Like Ground Training Events. (Example: AX11; GX12.)

For Units Who Track Ancillary Training In Aforms:

Use "XA" And Two (2) Numerical Characters For Ancillary Training Events. (Example: COMSEC - XA14; XA15.)

Use "XM" And Two (2) Numerical Characters For Mobility Training Events. (Example: DP-CWD - XM11; XM12.)

NOTE 3: (G) - Are Grounding Items.

Attachment 7 (Added)

AFORMS STANDARD AIRCRAFT CODES

A = F-15	N = T-39
B = F-16	O = B-2
C = F-4	P = KC-10
D = A-10	Q = Simulators
E = A-37	R = B-1
F = C-141	S = F-117
G = C-5	T = H-1
H = C-17	U = Other
I = C-130	V = C-135
J = C-23	W = C-21
K = 707 Series	X = B-52
L = T-38	Y = U-2
M = F-111	Z = Inactive Aircraft

Attachment 8 (Added)**AFMC APPROVED SIMULATORS**

AIRCRAFT	SIMULATOR LOCATION
B-1	Dyess AFB, McConnell AFB, Ellsworth AFB
B-52	Barksdale AFB
C-5	Altus AFB, Dover AFB, Travis AFB, Westover AFB
C-21	Dallas - Simuflite
C-130	Dyess AFB, Kirtland AFB, Little Rock AFB, Pope AFB, Minneapolis Dobbins AFB, McChord AFB
C-135	Altus AFB, McCellan AFB, Offutt AFB
C-17	Altus AFB, Charleston AFB, Long Beach
C-141	Altus AFB, Charleston AFB, McChord AFB, McGuire AFB, Travis AFB
E-3	Tinker AFB
E-6	Tinker AFB
H-1	Ft Rucker, Ft Worth - Flight Safety Intl
H-53	Kirtland AFB
H-60	Kirtland AFB
T-37	Columbus AFB, Laughlin AFB, Randolph AFB, Sheppard AFB, Vance AFB
T-38	Columbus AFB, Laughlin AFB, Randolph AFB, Sheppard AFB, Vance AFB
B-707	Miami FL, Pan Am and Ft Worth, TX - American Airlines

Attachment 9 (Added-AFMC)
IC 99-1 TO AFI 11-202 VOLUME 1_AFMCSUP1, AIRCREW TRAINING

15 NOVEMBER 1999

| SUMMARY OF REVISION

This change adds text and an attachment, which specifies which type of AFMC training form to use when conducting ground and flying training with the command.

- | 1.12.6. (Added) Training Forms:** Add the following. Refer to Attachment 3 (AFMC-Added) for specific training forms to use when conducting ground and flying training.

PRESCRIBED TRAINING FORMS		
MDS	TYPE OF TRAINING	REQUIRED FORM NUMBER
A-10	Pilot Qualification and Requalification Training	AFMC Forms 67B1 & 68B1
A-10	Flight Test	AFMC Forms 67B2 & 68B2
A-10	LASDT	AFMC Forms 67B3 & 68B3
A-10	FCF	AFMC Forms 67B4 & 68B4
A-10	NVG	AFMC Forms 67B5 & 68B5, B6 & B7
B-1	Pilot Qualification and Requalification Training	AFMC Forms 67C1 & 68C1 & C2
B-1	OSO/DSO/WSO Qualification and Requalification Training	AFMC Forms 67C2 & 68C3
B-1	Pilot Air Refueling	AFMC Forms 67C3 & 68C5
B-1	OSO/WSO Air Refueling	AFMC Forms 67C3 & 68C6
B-1	Pilot Low Level/TF	AFMC Forms 67C4 & 68C7
B-1	OSO/DSO/WSO Low Level/TF	AFMC Forms 67C4 & 68C8
B-1	FCF	AFMC Forms 67C7 & 68C9
B-1	Aircraft Commander	AFMC Forms 67C1 & 68C2
B-1	Instructor Pilot	AFMC Forms 67A2 & 68C1 & C2
B-1	Instructor OSO/DOS/WSO	AFMC Forms 67A2 & 68C4
B-2	Pilot Qualification and Requalification Training	AFMC Forms 67D1 & 68D1 & D2
B-2	WSO Qualification and Requalification Training	AFMC Forms 67D1 & 68D3 & D4
B-2	Pilot Air Refueling	AFMC Forms 67D2 & 68D5
B-2	Pilot Low Level/TF	AFMC Forms 67D3 & 68D6
B-2	WSO Low Level/TF	AFMC Forms 67D3 & 68D7
B-2	Weapons Delivery	AFMC Forms 67D5 & 68D8
B-2	Flight Test	AFMC Form 67D4
B-2	Mission Commander	AFMC Forms 67D1 & 68D2
B-2	Instructor Pilot	AFMC Forms 67D1 & 68D2
B-2	Instructor WSO	AFMC Forms 67D1 & 68D4
B-52	Pilot Qualification and Requalification Training	AFMC Forms 67E1 & 68E1 & E2
B-52	Nav Qualification and Requalification Training	AFMC Forms 67E2 & 68E3 & E4
B-52	Pilot Air Refueling	AFMC Forms 67E3 & 68E5
B-52	Nav Air Refueling	AFMC Forms 67E3 & 68E6
B-52	Pilot Low Level/TF	AFMC Forms 67E4 & 68E7
B-52	Nav Low Level/TF	AFMC Forms 67E4 & 68E8
B-52	Mission Commander	AFMC Forms 67E1 & 68E2
B-52	Instructor Pilot	AFMC Forms 67E1 & 68E2
B-52	Instructor Nav	AFMC Forms 67E2 & 68E4
B-707	Pilot Qualification and Requalification Training	AFMC Forms 67F1 & 68F1
B-707	FE Qualification and Requalification Training	AFMC Forms 67F1 & 68F2
B-707	Nav Qualification and Requalification Training	AFMC Forms 67F2 & 68F3

PRESCRIBED TRAINING FORMS		
MDS	TYPE OF TRAINING	REQUIRED FORM NUMBER
B-707	Pilot Conversion	AFMC Forms 67F1 & 68F1
B-707	Pilot Difference	AFMC Form 67F1
B-707	Instructor Pilot	AFMC Forms 67F1 & 68F1
B-707	FE Conversion	AFMC Forms 67F1 & 68F2
B-707	FE Difference	AFMC Form 67F1
B-707	Instructor FE	AFMC Forms 67F1 & 68F2
B-707	Nav Conversion	AFMC Forms 67F2 & 68F3
B-707	Nav Difference	AFMC Form 67F2
B-707	Instructor Nav	AFMC Forms 67F2 & 68F3
B-707	Pilot A/R Receiver	AFMC Forms 67F3 & 68F4
B-707	FE A/R Receiver	AFMC Forms 67F3 & 68F5
B-707	Nav A/R Receiver	AFMC Forms 67F4 & 68F6
B-707	Pilot IP A/R Receiver	AFMC Forms 67F3 & 68F4
C-5	Pilot Qualification and Requalification Training	AFMC Forms 67G1 & 68G1 & G2
C-5	FE Qualification and Requalification Training	AFMC Forms 67G1 & 68G3
C-5	Pilot FCF	AFMC Forms 67G2 & 68G4 & G5
C-5	FE/Scanner FCF	AFMC Form 67G3 & 68G6 & G7
C-5	Test & Evaluation	AFMC Form 67G4
C-5	Instructor Pilot	AFMC Forms 67A2 & 68G2
C-5	Instructor FE	AFMC Forms 67A2 & 68G3
C-12	Pilot Qualification and Requalification Training	AFMC Forms 67H1 & 68H1
C-12	B-200 Conversion	AFMC Forms 67H6 & 68H6
C-12	C-12J Conversion	AFMC Forms 67H7 & 68H7
C-12	FCF	AFMC Forms 67H5 & 68H5
C-12	Chase	AFMC Forms 67H4 & 68H4
C-12	Personnel Airdrop	AFMC Forms 67H2 & 68H2
C-12	LASDT	AFMC Forms 67H3 & 68H3
C-12	Instructor Pilot	AFMC Forms 67H1 & 68H1
C-17	Pilot Qualification and Requalification Training	AFMC Forms 67I1 & 68I1 & I2
C-17	LM Qualification and Requalification Training	AFMC Forms 67I2 & 68I3
C-17	Pilot A/R Receiver	AFMC Forms 67I3 & 68I4
C-17	Pilot Airdrop – Personnel – S/L & HALO	AFMC Forms 67I4 & 68I5
C-17	Pilot Airdrop – Equipment & CDS	AFMC Forms 67I5 & 68I6
C-17	Pilot Formation	AFMC Forms 67I6 & 68I7 & I8
C-17	LM LVAD	AFMC Forms 67I7 & 68I9
C-17	LM CDS	AFMC Forms 67I8 & 68I10
C-17	LM Personnel	AFMC Forms 67I9 & 68I11
C-17	Instructor Pilot	AFMC Forms 67I1 & 68I2
C-17	Instructor LM	AFMC Forms 67I2 & 68I3
C-130	Pilot Qualification and Requalification Training	AFMC Forms 67K1 & 68K1
C-130	FE Qualification and Requalification Training	AFMC Forms 67K1 & 68K4

PRESCRIBED TRAINING FORMS		
MDS	TYPE OF TRAINING	REQUIRED FORM NUMBER
C-130	LM Qualification and Requalification Training	AFMC Forms 67K3 & 68K3
C-130	Nav Qualification and Requalification Training	AFMC Forms 67K2 & 68K2
C-130	Pilot Conversion – From any C-130 to C-130J	AFMC Forms 67K4 & 68K5
C-130	Pilot Conversion – To B/E/H/P/N/K/R/T	AFMC Forms 67K1 & 68K1
C-130	FE Conversion – To B/E/H/P/N/K/R/T	AFMC Forms 67K1 & 68K4
C-130	LM Conversion – To B/E/H/P/N/K/R/T	AFMC Forms 67K3 & 68K3
C-130	LM Conversion – From any C-130 to C-130J	AFMC Forms 67K5 & 68K7
C-130	Instructor Pilot	AFMC Forms 67A2 & 68K1
C-130	First Pilot to Aircraft Commander	AFMC Forms 67K1 & 68K1
C-130	FE Instructor	AFMC Forms 67A2 & 68K4
C-130	LM Instructor	AFMC Forms 67A2 & 68K3
C-135	Pilot Qualification and Requalification Training	AFMC Forms 67L1 & 68L1
C-135	FE Qualification and Requalification Training	AFMC Forms 67L1 & 68L2
C-135	Nav Qualification and Requalification Training	AFMC Forms 67L2 & 68L3
C-135	BO Qualification and Requalification Training	AFMC Forms 67L3 & 68L4
C-135	Pilot Conversion – From/To TJ/TF/HB	AFMC Forms 67L1 & 68L10
C-135	Pilot Difference TJ/TF/HB	AFMC Forms 67L1 & 68L10
C-135	Pilot Difference TJ/TF/HB – Pacer Crag Aircraft	AFMC Forms 67L8 & 68L9
C-135	Instructor Pilot	AFMC Forms 67L1 & 68L1
C-135	FE Difference TJ/TF/HB	AFMC Form 67L1
C-135	FE Instructor	AFMC Forms 67L1 & 68L2
C-135	Nav Conversion – From/To TJ/TF/HB	AFMC Forms 67L2 & 68L11
C-135	Nav Difference TJ/TF/HB	AFMC Form 67L2
C-135	Nav Difference TJ/TF/HB – Pacer Crag Aircraft	AFMC Forms 67L8 & 68L9
C-135	Nav Instructor	AFMC Forms 67L2 & 68L3
C-135	Pilot A/R Receiver	AFMC Forms 67L5 & 68L6
C-135	FE A/R Receiver	AFMC Forms 67L5 & 68L7
C-135	Nav A/R Receiver	AFMC Forms 67L6 & 68L8
C-135	Pilot IP A/R Receiver	AFMC Forms 67L5 & 68L6
C-135	Pilot A/R Tanker	AFMC Forms 67L4 & 68L5
C-135	Nav A/R Tanker	AFMC Forms 67L6 & 68L8
C-135	Pilot IP A/R Tanker	AFMC Forms 67L4 & 68L5
C-141	Pilot Qualification and Requalification Training	AFMC Forms 67M1 & 68M1
C-141	FE Qualification and Requalification Training	AFMC Forms 67M2 & 68M2
C-141	Nav Qualification and Requalification Training	AFMC Forms 67M3 & 68M3
C-141	Pilot/FE/Nav Conversion – C-141B To C-141C	AFMC Forms 67M4 & 68M4
C-141	First Pilot	AFMC Forms 67M1 & 68M1
C-141	Instructor	AFMC Forms 67M1 & 68M1

PRESCRIBED TRAINING FORMS		
MDS	TYPE OF TRAINING	REQUIRED FORM NUMBER
F-4	Pilot Qualification and Requalification Training	AFMC Forms 67N1 & 68N1 & N2
F-4	WSO Qualification and Requalification Training	AFMC Forms 67N1 & 68N2
F-4	Pilot/WSO Conversion – F-4D to F-4E	AFMC Forms 67N1 & 68N2
F-4	Instructor	AFMC Forms 67N1 & 68N2
F-15	E Pilot/WSO Qualification and Requalification Training	AFMC Forms 67O2 & 68O4, O5 & O6
F-15	Pilot/WSO Conversion – A/B/C/D & E – Ground Training	AFMC Forms 67O1 or O2
F-15	Pilot/WSO Conversion – A/B/C/D & E – CPT	AFMC Forms 68O1 or O4
F-15	Pilot/WSO Conversion – A/B/C/D & E – Simulator	AFMC Forms 68O2 or O5
F-15	Pilot/WSO Conversion – A/B/C/D & E – Flying Training	AFMC Forms 68O3 or O6
F-15	Instructor Pilot	AFMC Forms 67A2 & 68O6
F-15	Instructor WSO	AFMC Forms 67A2 & 68O7
F-16	Pilot Qualification and Requalification Training	AFMC Forms 67P1 & 68P1, P2 & P3
F-16	Conversion – F-16A/B	AFMC Forms 67P4 & 68P4
F-16	C/CG/CJ/MLU/MMC Conversion	AFMC Forms 67P5 & 68P5
F-16	PW/GE Engines	AFMC Form 67P3
F-16	Instructor Pilot	AFMC Forms 67P1 & 68P3
F-117	Pilot Qualification and Requalification Training	AFMC Forms 67R1 & 68R1 & R2
F-117	Pilot Night	AFMC Forms 68R2
F-117	Air Demo	AFMC Forms 67R2 & 68R4
F-117	Advanced Handling	AFMC Form 68R3
F-117	Chase	AFMC Form 67R3
F-117	Instructor Pilot	AFMC Forms 67R1 & 68R2
T-38	Pilot Qualification and Requalification Training	AFMC Forms 67T1 & 68T1
T-38	FCF	AFMC Forms 67T2 & 68T2
T-38	ACBT	AFMC Form 68T3
T-38	Instructor Pilot	AFMC Forms 67T1 & 68T2
T-39	Pilot Qualification and Requalification Training	AFMC Forms 67U1 & 68U1
T-39	Formation/Chase	AFMC Forms 67U3 & 68U2
T-39	First Pilot to Mission Pilot	AFMC Forms 67U1 & 68U1
T-39	Instructor Pilot	AFMC Forms 67U2 & 68U1
U-2	Pilot Qualification, Requalification and Simulator Training	AFMC Forms 67V6 & 68V1

PRESCRIBED TRAINING FORMS		
MDS	TYPE OF TRAINING	REQUIRED FORM NUMBER
U-2	FCF	AFMC Forms 67V3 & 68V4
U-2	Test Orientation	AFMC Forms 67V2 & 68V3
U-2	SOF	AFMC Form 67V5
U-2	Local Area Orientation	AFMC Forms 67V1 & 68V2
U-2	Instructor	AFMC Form s 67A2 & 68V1
U-2	Chase	AFMC Forms 67V4 & 68V5
UH-1	FCF	AFMC Forms 67W1 & 68W1
UH-1	Paradrop	AFMC Forms 67W2 & 68W2
UH-1	Control Burn and Bambi Bucket	AFMC Forms 67W3 & 68W3